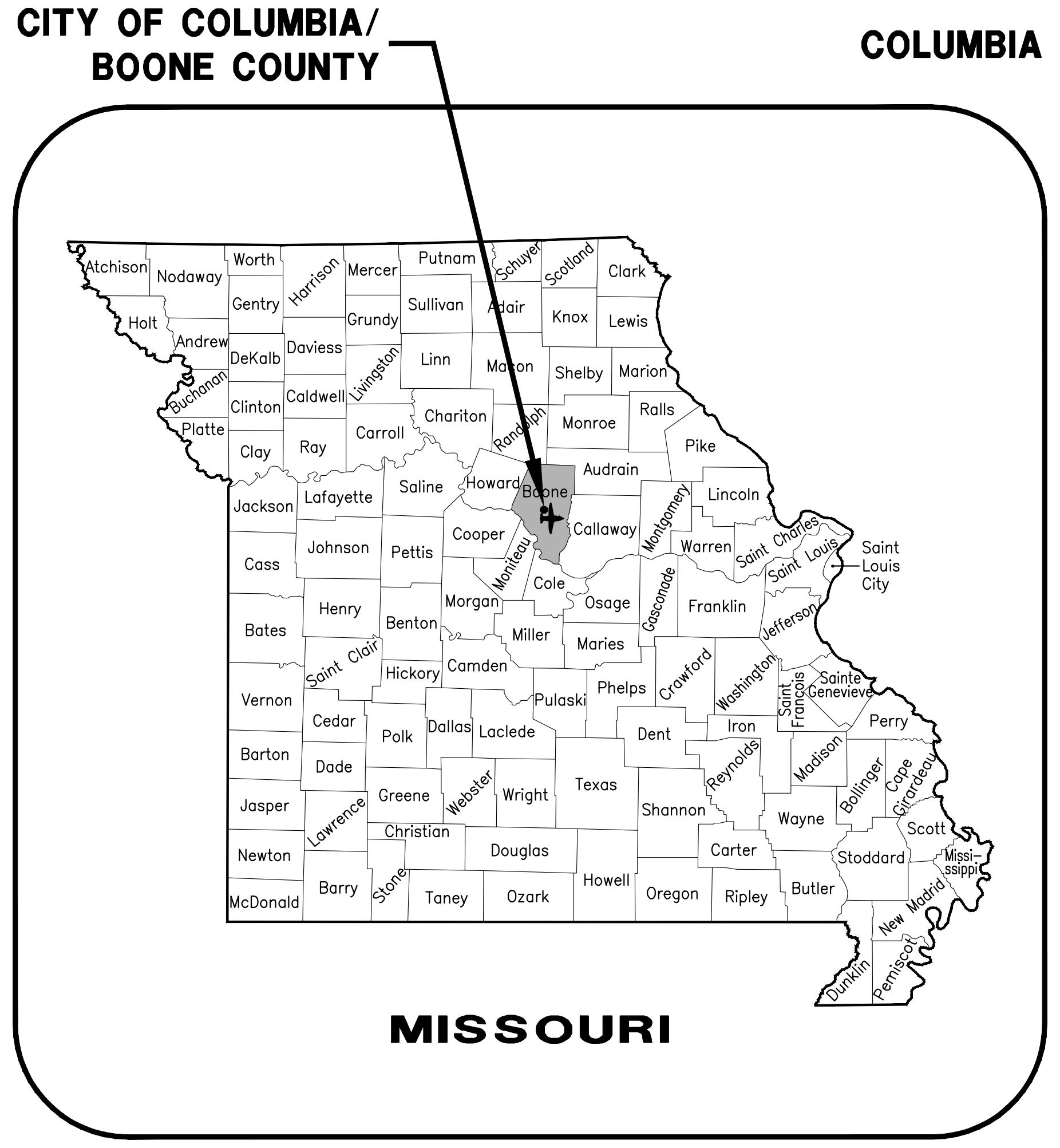
FAA APPROVAL LETTER

AIRPORT LAYOUT PLAN

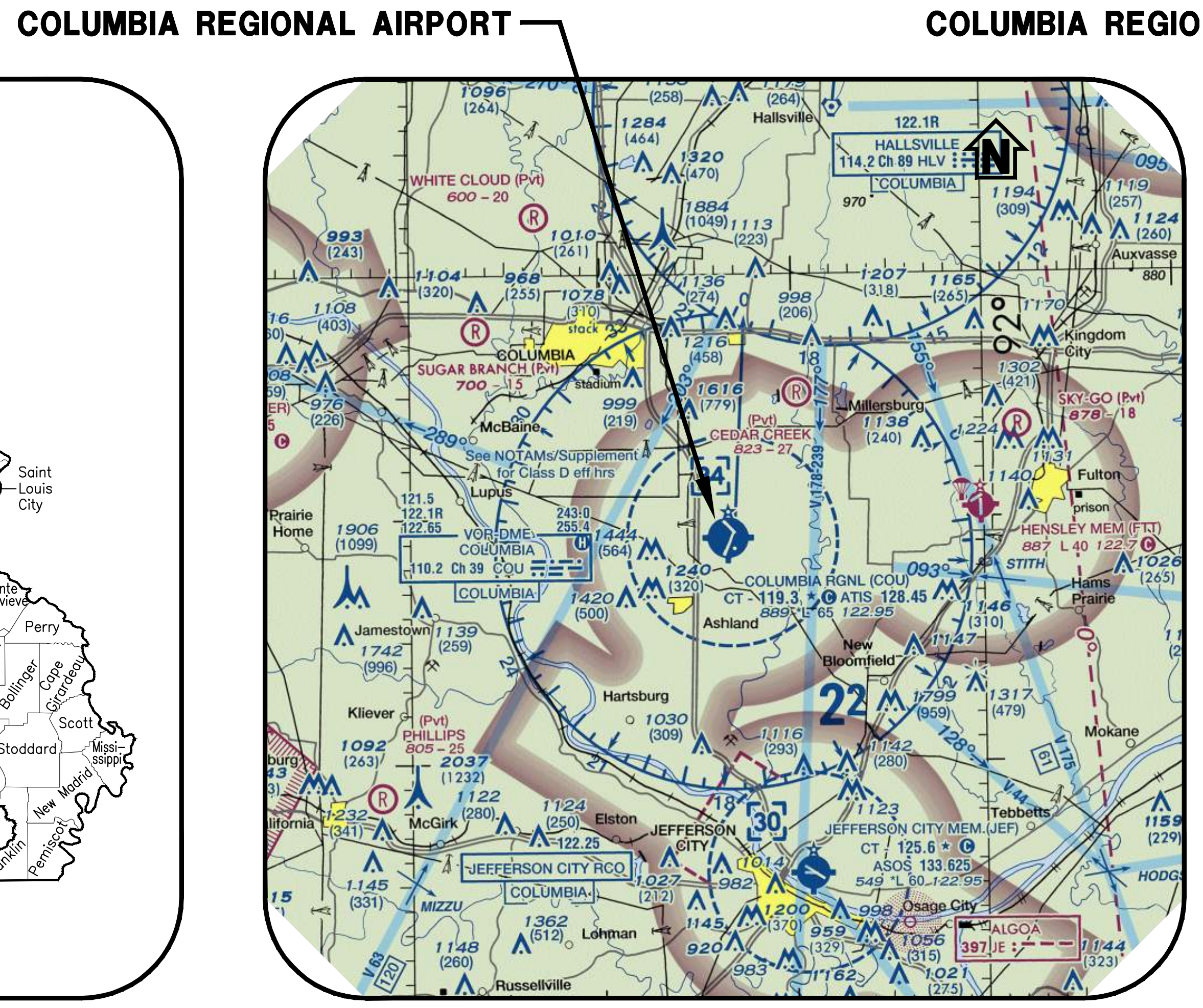
FOR

COLUMBIA REGIONAL Airport

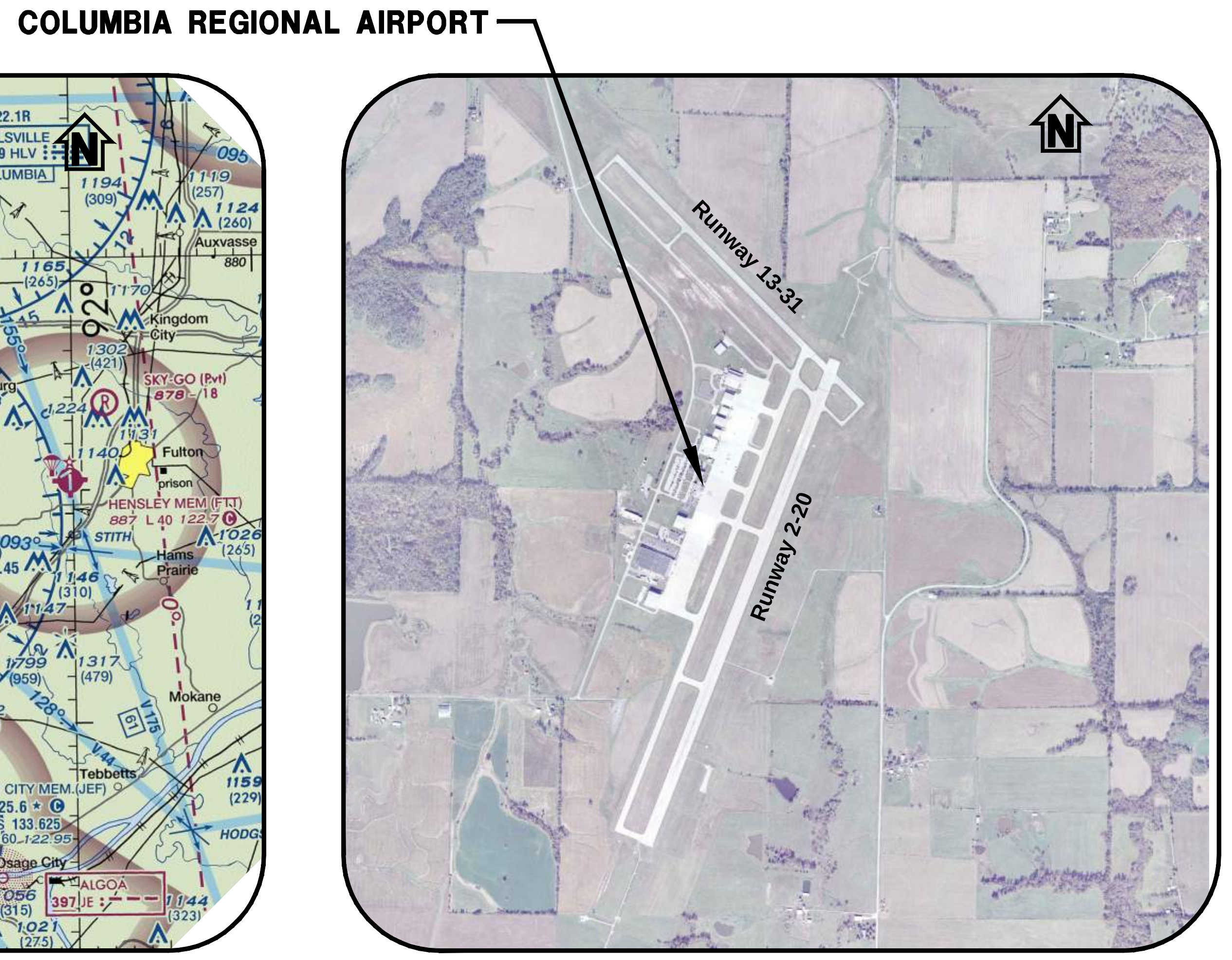
COLUMBIA, MISSOURI
Sponsored By:
CITY OF COLUMBIA, MISSOURI
ALP DATE: JULY, 2011
FAA AIP NO. 3-29-0022-29-2008



COUNTY LOCATION MAP
NOT TO SCALE



LOCATION MAP
SCALE: NOT TO SCALE



VICINITY MAP
SCALE: 1":2,000'

FAA DISCLAIMER

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MISSOURI DEPARTMENT OF TRANSPORTATION

APPROVED amy L: 11/10/17
ADMINISTRATOR OF AVIATION
AMY LUDWIG
DATE

CITY OF COLUMBIA, MISSOURI

APPROVED 11-9-17
CITY MANAGER
MIKE MATTHES
DATE

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*TERMINAL AREA MASTER PLAN REVISIONS (OCTOBER, 2017) PERFORMED BY WSP

RUNWAY DATA TABLE

RUNWAY DATA	EXISTING				FUTURE (1-20 YEARS)				ULTIMATE (±20 YEARS)			
	RUNWAY 2-20 *		RUNWAY 13-31 *		RUNWAY 2-20 *		RUNWAY 13-31 *		RUNWAY 2-20 *		RUNWAY 13-31 *	
	RWY 2	RWY 20	RWY 13	RWY 31	RWY 2	RWY 20	RWY 13	RWY 31	RWY 2	RWY 20	RWY 13	RWY 31
RUNWAY LENGTH x WIDTH	6,501' x 150'		4,401' x 75'		7,400' x 150'		5,500' x 100'		7,400' x 150'		5,500' x 100'	
RUNWAY SHOULDER WIDTH	NONE		NONE		NONE		NONE		NONE		NONE	
RUNWAY BLAST PAD LENGTH x WIDTH	NONE		NONE		NONE		NONE		NONE		NONE	
PAVEMENT SURFACE COURSE	CONCRETE (GROOVED)		ASPHALT		CONCRETE (GROOVED)		ASPHALT OR CONCRETE **		CONCRETE (GROOVED)		ASPHALT OR CONCRETE **	
PAVEMENT STRENGTH (LBS.)	125,000 (DWG) | 215,000 (DTWG)		12,500 (SWG)		125,000 (DWG) | 300,000 (DTWG)		45,000 (DWG)		125,000 (DWG) | 300,000 (DTWG)		60,000 (DWG)	
AIRPORT REFERENCE CODE (ARC)	ARC C-III		ARC B-II		ARC C/D-III		ARC C-II		ARC C/D-IV		ARC C-II	
CRITICAL DESIGN AIRCRAFT CATEGORY (REPRESENTATIVE TYPE)	LARGE-CABIN BUSINESS JET (GLOBAL EXPRESS) / REGIONAL JET TRANSPORT (CRJ-200/700/900)		TURBOPROP (KING AIR SERIES)		LARGE-CABIN BUSINESS JET (GLOBAL EXPRESS) / NARROWBODY JET TRANSPORT (B-737 SERIES)		REGIONAL JET TRANSPORT (CRJ-200/700)		LARGE NARROW-BODY TRANSPORT (B-757-F)		REGIONAL JET TRANSPORT (CRJ-200/700)	
CRITICAL AIRCRAFT STAGE LENGTH	500 MILES		500 MILES		1,500 MILES		500 MILES		1,500 MILES		500 MILES	
RUNWAY END LATITUDE (NAD83)	38° 48' 18.780" (S)	38° 49' 18.590" (S)	38° 49' 43.890" (S)	38° 49' 12.910" (S)	38° 48' 18.780" (S)	38° 49' 26.882" (C)	38° 49' 38.050" (C)	38° 48' 59.321" (C)	38° 48' 18.780" (S)	38° 49' 26.882" (C)	38° 49' 38.050" (C)	38° 48' 59.321" (C)
RUNWAY END LONGITUDE (NAVD88)	92° 13' 25.420" (S)	92° 12' 55.400" (S)	92° 13' 30.040" (S)	92° 12' 51.020" (S)	92° 13' 25.420" (S)	92° 12' 51.280" (C)	92° 13' 22.683" (C)	92° 12' 33.908" (C)	92° 13' 25.420" (S)	92° 12' 51.280" (C)	92° 13' 22.683" (C)	92° 12' 33.908" (C)
RUNWAY BEARING (TRUE)	N'21° 26' 24.0"E (S)		N'44° 34' 12.0"W (S)		N'21° 26' 24.0"E (S)		N'44° 34' 12.0"W (S)		N'21° 26' 24.0"E (S)		N'44° 34' 12.0"W (S)	
RUNWAY END ELEVATION (MSL)	882.2' (S)	886.1' (S)	888.1' (S)	885.8' (S)	882.2' (S)	886.1' (C)	888.3' (C)	885.8' (C)	882.2' (S)	886.1' (C)	888.3' (C)	885.8' (C)
DISPLACED THRESHOLD DISTANCE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DISPLACED THRESHOLD ELEVATION (MSL)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
RUNWAY TDZ ELEVATION (MSL)	889.3' (S)	889.3' (S)	888.4' (S)	888.3' (S)	889.3' (S)	889.2' (C)	888.5' (S)	886.4' (S)	889.3' (S)	889.2' (C)	888.5' (S)	886.4' (S)
RUNWAY HIGH-POINT ELEVATION (MSL)	889.3' (S)		885.8' (S)		889.3' (S)		888.5' (S)		889.3' (S)		888.5' (S)	
RUNWAY LOW-POINT ELEVATION (MSL)	882.2' (S)		881.1' (S)		882.2' (C)		885.8' (C)		882.2' (C)		885.8' (C)	
EFFECTIVE GRADIENT (%)	+0.06%	-0.06%	-0.05%	+0.05%	+0.05%	-0.05%	-0.04%	+0.04%	+0.05%	-0.05%	-0.04%	+0.04%
RUNWAY INSTRUMENT APPROACH AIDS	ILS | LOC | RNAV	LOC-BC | VOR/DME | RNAV	RNAV (GPS)	RNAV (GPS)	ILS | LOC | WAAS (RNP)	WAAS (RNP) | VOR/DME	WAAS | RNAV (RNP)	WAAS | RNAV (RNP)	ILS | LOC | WAAS (RNP)	WAAS (RNP) | VOR/DME	WAAS | RNAV (RNP)	WAAS | RNAV (RNP)
INSTRUMENT APPROACH MINIMUMS (LOWEST)	½-Mile / 200'	¾-Mile / 250'	1-Mile / ±330	1-Mile / ±330	½-Mile / 200'	½-Mile / ±200'	1-Mile / ±300	1-Mile / ±300	½-Mile / 200'	½-Mile / ±200'	1-Mile / ±300	1-Mile / ±300
PART 77 APPROACH SURFACE	1,000' x 50,000' x 16,000'	1,000' x 10,000' x 4,000'	500' x 10,000' x 3,500'	500' x 10,000' x 3,500'	1,000' x 50,000' x 16,000'	1,000' x 50,000' x 16,000'	500' x 10,000' x 3,500'	500' x 10,000' x 3,500'	1,000' x 50,000' x 16,000'	1,000' x 50,000' x 16,000'	500' x 10,000' x 3,500'	500' x 10,000' x 3,500'
PART 77 APPROACH SLOPE	50:1 (0'-10,000') / 40:1 (⇨50,000')	34:1	34:1	34:1	50:1 (0'-10,000') / 40:1 (⇨50,000')	50:1 (0'-10,000') / 40:1 (⇨50,000')	34:1	34:1	50:1 (0'-10,000') / 40:1 (⇨50,000')	50:1 (0'-10,000') / 40:1 (⇨50,000')	34:1	34:1
DEPARTURE SURFACE SLOPE	40:1	40:1	40:1	40:1	62.5:1	62.5:1	62.5:1	62.5:1	62.5:1	62.5:1	62.5:1	62.5:1
VISUAL APPROACH AIDS	MALSR	ODALS | VASI-4L | REIL	REIL | VASI-2L	REIL | VASI-2L	MALSR | PAPI-4L	ODALS OR MALSR | PAPI-4L	REIL | PAPI-4L	REIL | PAPI-4L	MALSR | PAPI-4L	MALSR | PAPI-4L	REIL | PAPI-4L	REIL | PAPI-4L
RUNWAY LIGHTING	HIGH INTENSITY (HIRL)		MEDIUM INTENSITY (MIRL)		HIGH INTENSITY (HIRL)		MEDIUM INTENSITY (MIRL)		HIGH INTENSITY (HIRL)		MEDIUM INTENSITY (MIRL)	
RUNWAY MARKING	PRECISION (PI)		NON-PRECISION (NPI)		PRECISION (PI)		NON-PRECISION (NPI)		PRECISION (PI)		NON-PRECISION (NPI)	
RUNWAY OBJECT FREE AREA (ROFA)	800' WIDE x 1,000' BEYOND		500' WIDE x 300' BEYOND		800' WIDE x 1,000' BEYOND		800' WIDE x 1,000' BEYOND		800' WIDE x 1,000' BEYOND		800' WIDE x 1,000' BEYOND	
RUNWAY SAFETY AREA (RSA)	500' WIDE x 1,000' BEYOND		150' WIDE x 300' BEYOND		500' WIDE x 1,000' BEYOND		400' WIDE x 1,000' BEYOND		500' WIDE x 1,000' BEYOND		400' WIDE x 1,000' BEYOND	
RUNWAY OBSTACLE FREE ZONE (OFZ)	400' WIDE x 200' BEYOND		250' WIDE x 200' BEYOND		400' WIDE x 200' BEYOND		400' WIDE x 200' BEYOND		400' WIDE x 200' BEYOND		400' WIDE x 200' BEYOND	
PRECISION OBSTACLE FREE ZONE (POFZ)	800' WIDE x 200' BEYOND	N/A	N/A	N/A	800' WIDE x 200' BEYOND	800' WIDE x 200' BEYOND	N/A	N/A	800' WIDE x 200' BEYOND	800' WIDE x 200' BEYOND	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	1,000' x 2,500' x 1,750'	1,000' x 1,700' x 1,510'	500' x 1,000' x 700'	500' x 1,000' x 700'	1,000' x 2,500' x 1,750'	1,000' x 2,500' x 1,750'	500' x 1,700' x 1,010'	500' x 1,700' x 1,010'	1,000' x 2,500' x 1,750'	1,000' x 2,500' x 1,750'	500' x 1,700' x 1,010'	500' x 1,700' x 1,010'
TAXIWAY SYSTEM (RUNWAY SEPARATION)	FULL PARALLEL (400' SEPARATION)		FULL PARALLEL (355' SEPARATION)		FULL PARALLEL (400' SEPARATION)		FULL PARALLEL (355' SEPARATION)		FULL PARALLEL (400' SEPARATION)		FULL PARALLEL (355' SEPARATION)	
TAXIWAY LIGHTING	MEDIUM INTENSITY (MITL)		MEDIUM INTENSITY (MITL)		MEDIUM INTENSITY (MITL)		MEDIUM INTENSITY (MITL)		MEDIUM INTENSITY (MITL)		MEDIUM INTENSITY (MITL)	
RSA OBJECT PENETRATION(S)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
OFZ OBJECT PENETRATION(S)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
TSS OBJECT PENETRATION(S)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY LINE-OF-SIGHT VIOLATION	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
RUNWAY VISIBILITY ZONE (RVZ) VIOLATION	YES (FAA MOS)	NONE	NONE	YES (FAA MOS)	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SOURCE: AIRPORT ELEVATION AND COORDINATES PER FAA DATASHEET: 10-09-2000 NGS 405 SURVEY.

ABBREVIATIONS: (S) - SURVEYED | (C) - CALCULATED | SWG) - SINGLE WHEEL GEAR AIRCRAFT | (DWG) - DUAL WHEEL GEAR AIRCRAFT | (DTWG) DUAL TANDEM WHEEL GEAR AIRCRAFT.

NOTE: * INDICATES FAA/MoDOT ELIGIBLE RUNWAY.

NOTE: ** RUNWAY PAVEMENT TYPE AND STRENGTH TO BE DETERMINED AS PART OF DESIGN PROJECT.

NOTES:

BUILDING RESTRICTION LINE (BRL) ESTABLISHED TO PROVIDE 35' OBSTACLE CLEARANCE BASED ON FAR PART 77 SURFACES.

VOR-DME ANTENNA STATION LOCATED ON-AIRPORT (38-48.65 | 92-13.10).
COU ASOS STATION (38-49-04.70 | 92-13-10.50).
AIRPORT DESIGN STANDARDS REFLECT FAA ADVISORY CIRCULAR 150/5300-13, CHANGE #14.

(E) - EXISTING CONDITIONS
(F) - FUTURE CONDITIONS (1-20 YEARS)
(U) - ULTIMATE CONDITIONS (±20-YEARS)

NO EXISTING OR FUTURE RSA OBJECT PENETRATIONS | NO EXISTING OR FUTURE OFZ OBJECT PENETRATIONS | NO EXISTING OR FUTURE TSS OBJECT PENETRATIONS.

#	ALP MAPPING SOURCE DATA
1	ALP BASE MAPPING OF EXISTING CONDITIONS IDENTIFIED AS OF JANUARY 2009.
2	AIRPORT PLANIMETRIC BASE MAPPING PER CITY OF COLUMBIA, JANUARY 2009.
3	AIRPORT DIGITAL AERIAL BASE MAP OBTAINED FROM MARTINEZ GEOSPATIAL (OCTOBER, 2008).
4	AIRPORT TOPOGRAPHIC CONTOUR DATA OBTAINED FROM CITY OF COLUMBIA, GIS DEPARTMENT (MAY, 2009).
5	AIRPORT ELEVATION AND COORDINATES PER FAA DATABASE SHEET: 10-09-2000 NGS 405 SURVEY IN NAD 83 AND NAVD 88 DATUMS.
6	OBSTRUCTION DATA PER MARTINEZ GEOSPATIAL, INC., SURVEY CONDUCTED OCTOBER/NOVEMBER 2008.
7	AIRPORT PROPERTY BOUNDARY PER APPROVED JUNE 2002 COU ALP PROPERTY MAP - UPDATED PER COUNTY GIS RECORDS (JUNE, 2009).

DECLARED DISTANCES

RUNWAY END	TORA	TODA	ASDA	LDA	STOPWAY / CLEARWAY
RUNWAY 2 (E)	6,501	6,501	6,501	6,501	0' / 0'
RUNWAY 20 (E)	6,501	6,501	6,501	6,501	0' / 0'
RUNWAY 13 (E)	4,401	4,401	4,401	4,401	0' / 0'
RUNWAY 31 (E)	4,401	4,401	4,401	4,401	0' / 0'
RUNWAY 2 (U)	7,400'	7,400'	7,400'	7,400'	0' / 0'
RUNWAY 20 (U)	7,400'	7,400'	7,400'	7,400'	0' / 0'
RUNWAY 13 (U)	5,500'	5,500'	5,500'	5,500'	0' / 0'
RUNWAY 31 (U)	5,500'	5,500'	5,500'	5,500'	0' / 0'

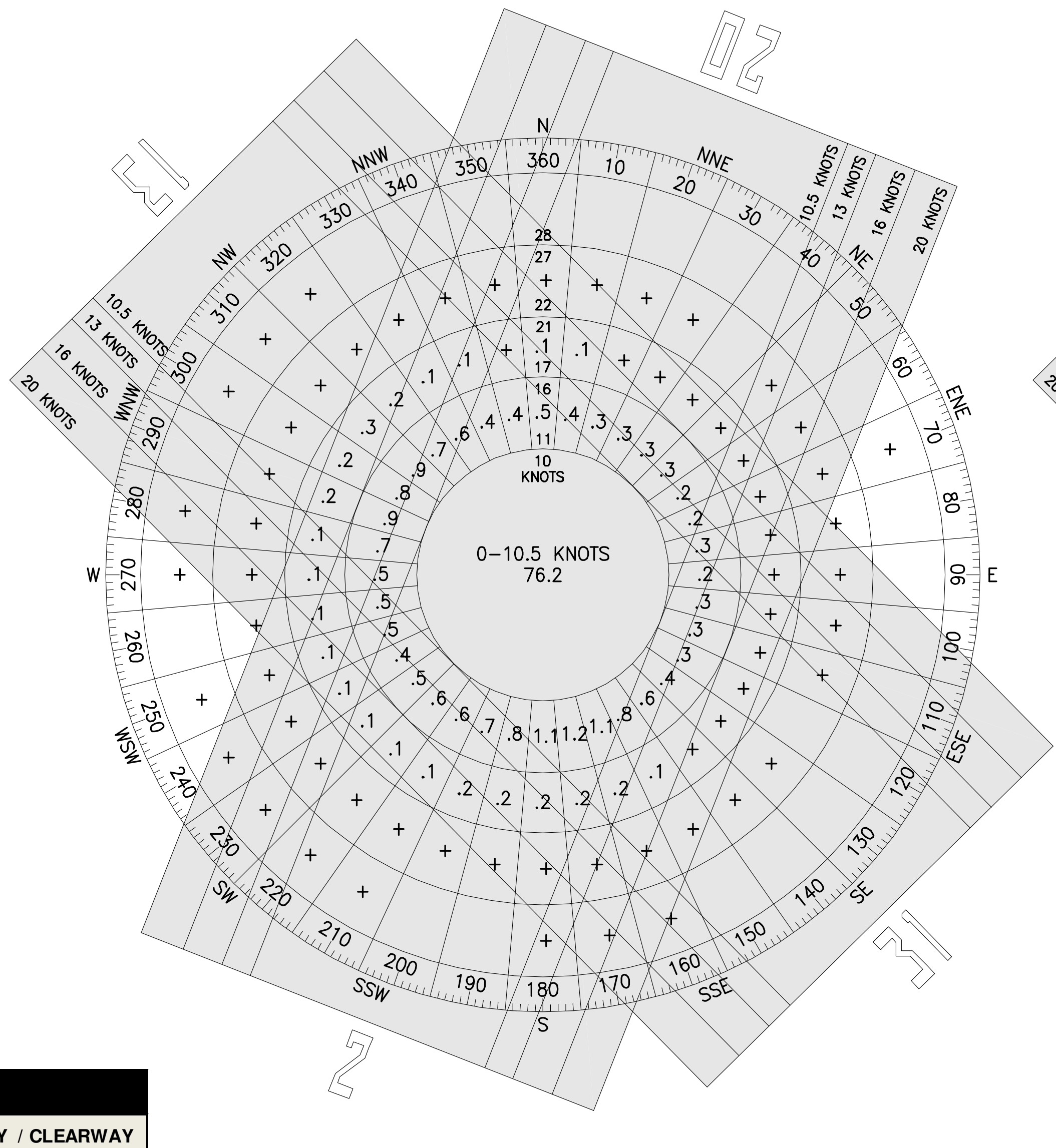
TORA - TAKEOFF RUN AVAILABLE | TODA - TAKEOFF DISTANCE AVAILABLE

ASDA - ACCELERATE STOP DISTANCE AVAILABLE | LDA - LANDING DISTANCE AVAILABLE

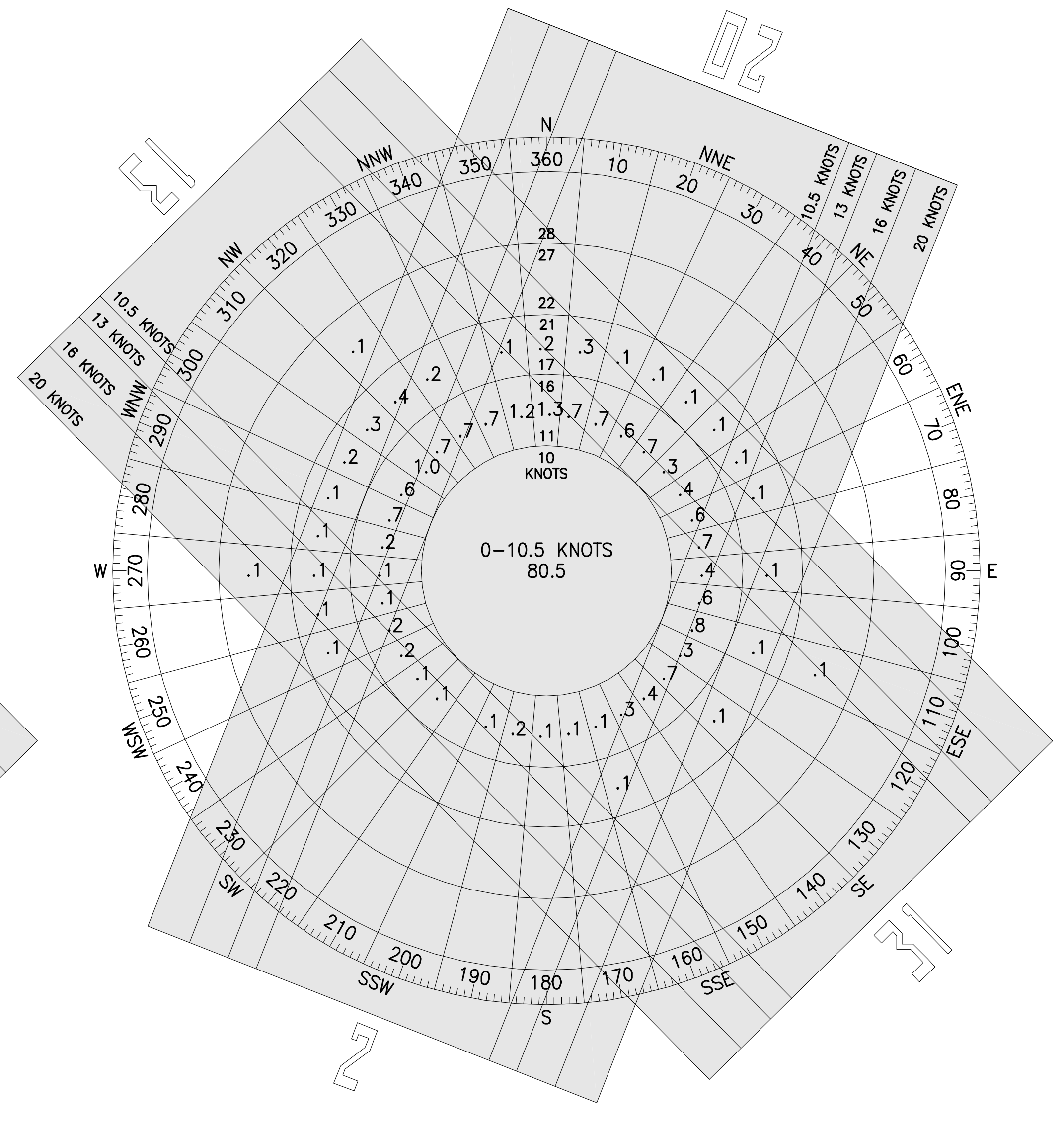
MODIFICATIONS OF DESIGN STANDARDS

NO.	DESCRIPTION OF FAA STANDARD MODIFIED	FAA AIRSPACE CASE NUMBER	DATE APPROVED
1	RUNWAY VISIBILITY ZONE BETWEEN RUNWAY 20 AND RUNWAY 13	N/A	06-19-1990

NOTE: EXISTING MODIFICATION (NO 1) RVZ WILL BE RESOLVED PER FUTURE AIRFIELD (RUNWAY) IMPROVEMENTS.



ALL WEATHER WIND ROSE



IFR WIND ROSE

WIND DATA TABLE

RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 2-20 (ALL WEATHER)	89.33%	94.15%	98.25%	99.59%
RUNWAY 13-31 (ALL WEATHER)	91.21%	95.37%	98.61%	99.63%
RUNWAY COMBINED (ALL WEATHER)	97.94%	99.36%	99.81%	99.96%
RUNWAY 2-20 (IFR)	90.18%	94.36%	98.36%	99.69%
RUNWAY 13-31 (IFR)	93.51%	96.73%	99.32%	99.94%
RUNWAYS COMBINED (IFR)	98.42%	99.54%	99.90%	100.00%

DATA SOURCE: NATIONAL CLIMATIC DATA CENTER, STATION: COLUMBIA REGIONAL AIRPORT (ASOS).

PERIOD OF RECORD: 1998-2007 (ALL WEATHER OBSERVATIONS: 83,331)

PERIOD OF RECORD: 1998-2007 (IFR OBSERVATIONS: 5,450)

NOTE: THE PLUS SIGNS (+) ON THE WIND ROSE REPRESENT WIND DIRECTION AND SPEED COMBINATIONS WHICH OCCUR LESS THAN ONE-TENTH OF 1 PERCENT OF TIME.

AIRPORT DATA TABLE

AIRPORT DATA	EXISTING	FUTURE (1-20 YEARS)	ULTIMATE (±20 YEARS)
AIRPORT REFERENCE CODE (ARC)	ARC C-III	ARC C-III	ARC D-IV
AIRCRAFT APPROACH CATEGORY (AAC)	CATEGORY C	CATEGORY C	CATEGORY D
AIRPLANE DESIGN GROUP - WINGSPAN (ADG)	GROUP III (<79')	GROUP III (<79')	GROUP IV (<118')
AIRPLANE DESIGN GROUP - TAIL HEIGHT (ADG)	GROUP III (<30')	GROUP III (<30')	GROUP IV (<45')
FAA NPIAS SERVICE LEVEL	COMMERCIAL SERVICE	COMMERCIAL SERVICE	COMMERCIAL SERVICE
MODOT SERVICE LEVEL (SYSTEM PLAN)	COMMERCIAL	COMMERCIAL	COMMERCIAL
CRITICAL/DESIGN AIRCRAFT (TYPE)	NARROW-BODY TRANSPORT (CRJ-SERIES REGIONAL JET) LARGE CABIN BUSINESS JET (GLOBAL EXPRESS / GULFSTREAM)	NARROWBODY JET TRANSPORT (EMBRAER 170/190 SERIES / B-737 SERIES)	NARROWBODY JET TRANSPORT (B-757F SERIES)
AIRPORT FIELD ELEVATION (MSL)	889.38' (889.3')	889.38' (889.3')	889.38' (889.3')
ARP - LATITUDE (NAD83)	38° 49' 04.700"	38° 49' 03.851"	38° 49' 03.851"
ARP LONGITUDE (NAVD88)	92° 13' 10.500"	92° 13' 04.053"	92° 13' 04.053"
AIRPORT TERMINAL NAVAIDS	ILS/DME | VORTAC (L) | NDB (LOM) | GPS (RNAV) | ATC	ILS/DME | VORTAC (L) | NDB (LOM) | GPS (RNAV) | ATC	ILS/DME | VORTAC (L) | NDB (LOM) | GPS (RNAV) | ATC
MAGNETIC VARIATION	03° EAST (EPOCH YEAR 1990)	01° EAST (EPOCH YEAR 2010)	01° EAST (EPOCH YEAR 2010)
MEAN MAX. TEMPERATURE (HOTTEST MONTH)	89° (JULY)	89° (JULY)	89° (JULY)
TAXIWAY LIGHTING	MITL | SIGNS	MITL | SIGNS	MITL | SIGNS

SOURCE: AIRPORT ELEVATION AND COORDINATES PER FAA DATASHEET: 10-09-2000 NGS 405 SURVEY.

SOURCE: MAGNETIC VARIATION FROM NOAA, NATIONAL GEOPHYSICAL DATA CENTER (NGDC) (AUGUST, 2009).

SOURCE: MEAN MAXIMUM TEMPERATURE: NOAA CLIMATIC DISKETTE, COLUMBIA REGIONAL AIRPORT AP ASOS STATION (2008).

TAXIWAY & TAXILANE DESIGN CRITERIA

TAXIWAY & TAXILANE DESIGN CRITERIA ITEM	AIRPLANE DESIGN GROUP			
	I	II	III	IV
TAXIWAY WIDTH	25'	35'	50'	75'
TAXIWAY SHOULDER WIDTH	10'	10'	20'	25'
TAXIWAY SAFETY AREA WIDTH	49'	79'	118'	171'
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	89' (44.5')	131' (65.5')	186' (93')	259' (129.5')
TAXILANE OBJECT FREE AREA (TOFA) WIDTH	79' (39.5')	115' (57.5')	162' (81')	225' (112.5')
TAXIWAY WINGTIP CLEARANCE	20'	26'	34'	44'
TAXILANE WINGTIP CLEARANCE	15'	18'	22'	27'
TAXIWAY TURN RADIUS	75'	75'	100'	150'
RUNWAY-TO-TAXIWAY CENTERLINE	400'	400'	400'	400'
RUNWAY CENTERLINE-TO-HOLDLINE	250'	250'	250'	250'
RUNWAY CENTERLINE-TO-PARKING AREA	500'	500'	500'	500'

SOURCE: FAA AC 150/5300-13, AIRPORT DESIGN.

NAVAID / COMMUNICATION EQUIPMENT DATA TABLE

EQUIPMENT	LATITUDE	LONGITUDE	ELEVATION
VORTAC STATION (L)	38-48-38.964N	092-13-05.786W	883'
ASOS STATION	38-49-04.700N	092-13-10.500W	N/A
RWY 2 ILS GLIDESLOPE	38-48-27.923N	092-13-15.396W	N/A
RWY 2 ILS LOCALIZER	38-49-24.105N	092-12-52.635W	N/A
DME TRANSPONDER	38-49-23.953N	092-12-50.084W	N/A
RWY 2 ILS BEACON (IM)	38-43-00.220N	092-16-06.220W	N/A
RWY 2 ILS BEACON (LOM)	38-47-46.632N	092-13-41.667W	N/A

SOURCE: FAA DATASHEET (OBTAINED APRIL, 2009).

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COLUMBIA REGIONAL Airport

AIRPORT LAYOUT PLAN

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C–II	AUG., 2011

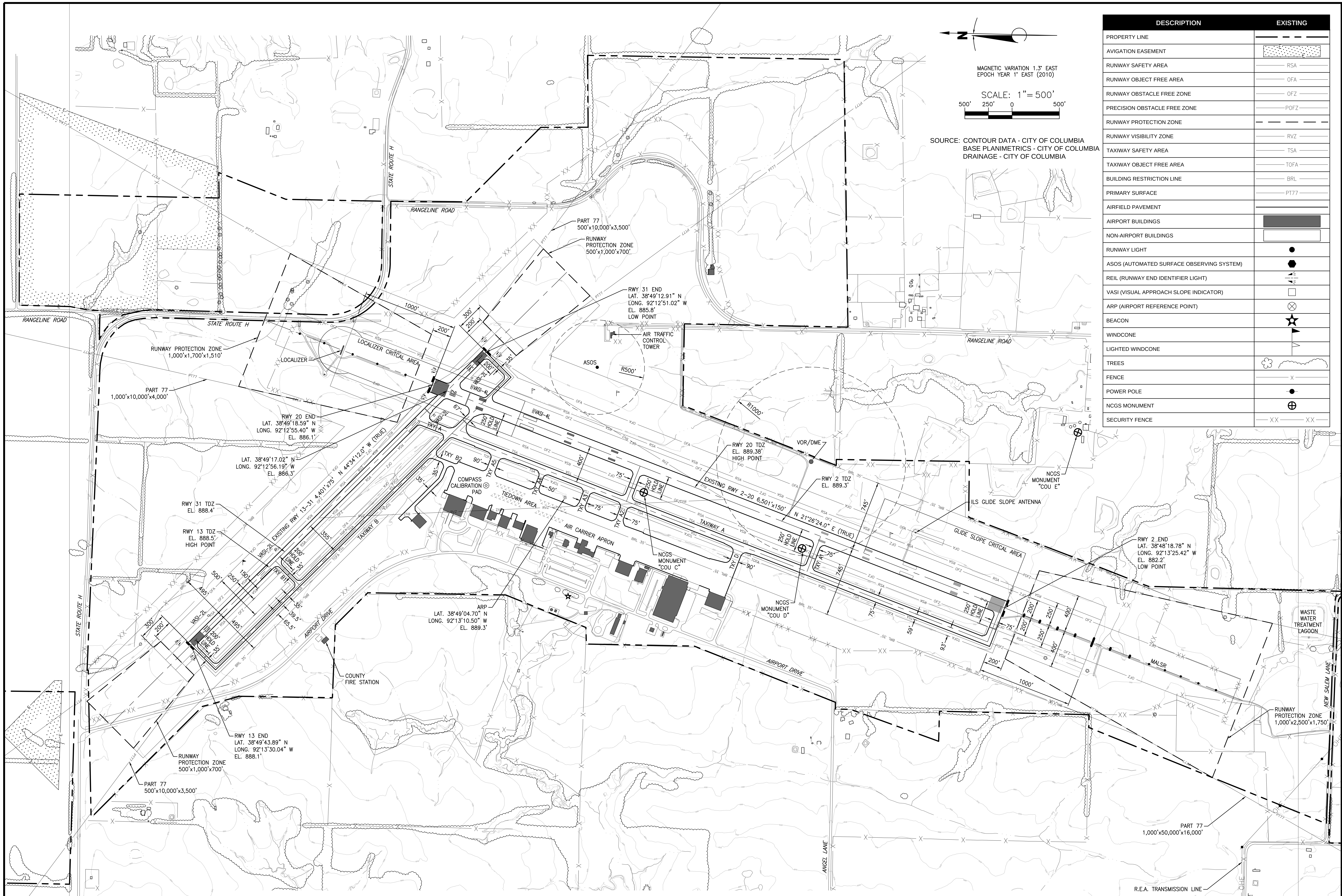
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

DATA SHEET

SHEET NUMBER
2 OF 20



MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 500'
500' 250' 0 500'

SOURCE: CONTOUR DATA - CITY OF COLUMBIA
BASE PLANIMETRICS - CITY OF COLUMBIA
DRAINAGE - CITY OF COLUMBIA

DESCRIPTION	EXISTING
PROPERTY LINE	— — —
AVIGATION EASEMENT	▨
RUNWAY SAFETY AREA	RSA
RUNWAY OBJECT FREE AREA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ
PRECISION OBSTACLE FREE ZONE	POFZ
RUNWAY PROTECTION ZONE	— — —
RUNWAY VISIBILITY ZONE	RVZ
TAXIWAY SAFETY AREA	TSA
TAXIWAY OBJECT FREE AREA	TOFA
BUILDING RESTRICTION LINE	BRL
PRIMARY SURFACE	PT77
AIRFIELD PAVEMENT	—
AIRPORT BUILDINGS	■
NON-AIRPORT BUILDINGS	□
RUNWAY LIGHT	●
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	⬢
REIL (RUNWAY END IDENTIFIER LIGHT)	◄
VASI (VISUAL APPROACH SLOPE INDICATOR)	□
ARP (AIRPORT REFERENCE POINT)	⊗
BEACON	☆
WINDCONE	⚑
LIGHTED WINDCONE	⚐
TREES	✿
FENCE	X
POWER POLE	●
NCGS MONUMENT	⊕
SECURITY FENCE	XX XX

NCGS MONUMENT DATA

IDENTIFIER	SURVEY STATION NAME	PACS OR SACS	LATITUDE	LONGITUDE	ELEVATION
"COU C"	NGS PID-AI4755	PACS	38° 48' 56.472"	92° 13' 09.844"	885.0
"COU D"	NGS PID-AI4756	SACS	38° 48' 39.946"	92° 13' 17.390"	884.8
"COU E"	NGS PID-AI4757	SACS	38° 49' 11.059"	92° 13' 01.993"	882.6

SOURCE: NATIONAL GEODETIC SURVEY, NAD 83 (2007), NAVD 88.

CONSTRUCTION NOTICE REQUIREMENT

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COLUMBIA REGIONAL Airport

AIRPORT LAYOUT PLAN

CONSULTANTS

TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	TAMP Update	OCT., 2017

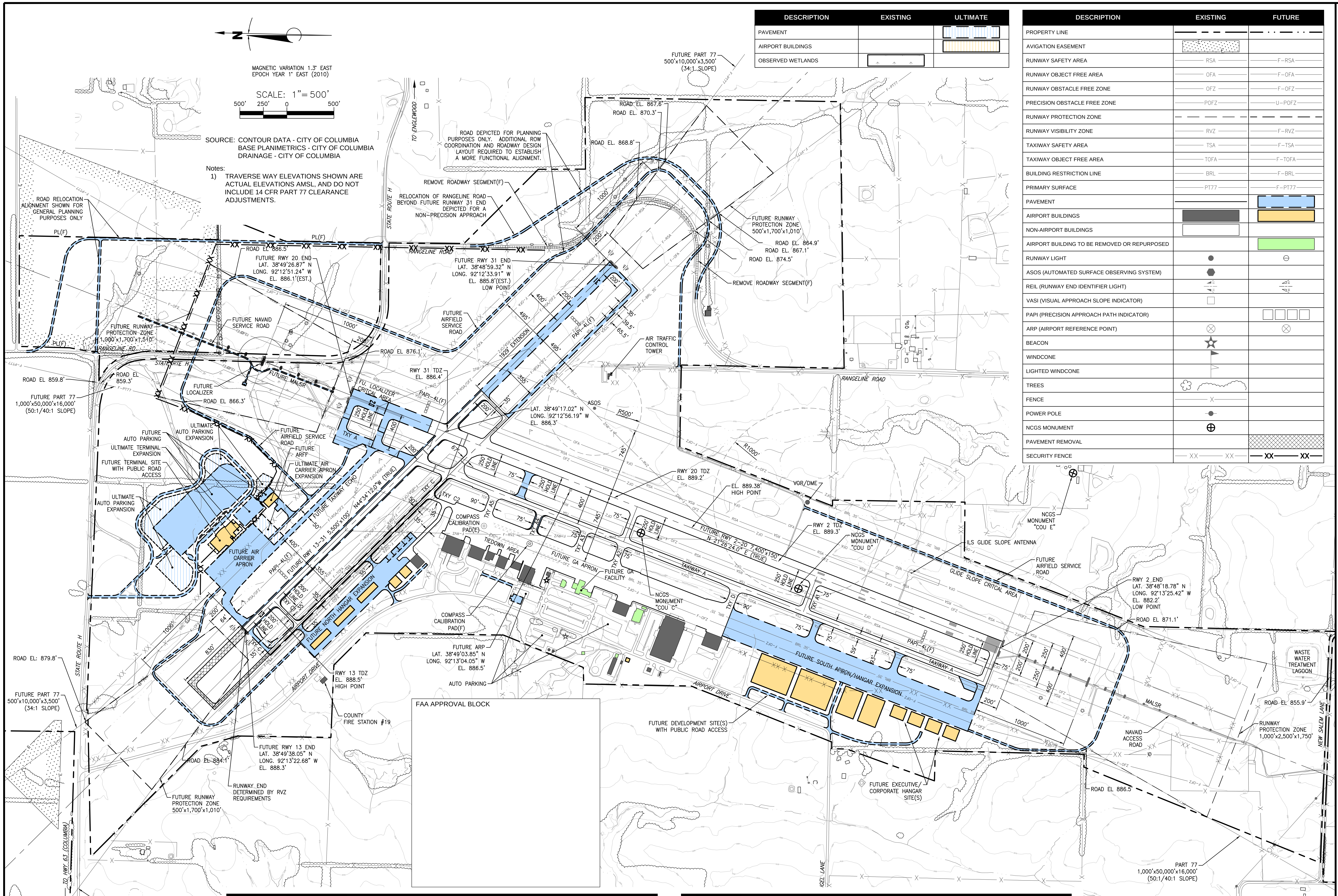
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

EXISTING CONDITIONS

SHEET NUMBER
3 OF 20


MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)
SCALE: 1"=500'
500' 250' 0 500'
ROAD RELOCATION ALIGNMENT SHOWN FOR GENERAL PLANNING PURPOSES ONLY
PL(F)
FUTURE RUNWAY PROTECTION ZONE 1,000'x1,700'x1,510'
RANGELINE RD
STATE RTE H
ROAD EL 859.8'
ROAD EL 859.3'
FUTURE PART 77 1,000'x50,000'x16,000' (50:1/40:1 SLOPE)
FUTURE LOCALIZER
ROAD EL 866.3'
FUTURE MALSR
FUTURE NAVAID SERVICE ROAD
ROAD EL 886.5'
FUTURE RWY 20 END LAT. 38°49'26.87" N LONG. 92°12'51.24" W EL. 886.1'(EST.)
ROAD EL 876.1'
1000'
200'
TO ENGLEWOOD
STATE ROUTE H
ROAD DEPICTED FOR PLANNING PURPOSES ONLY. ADDITIONAL ROW COORDINATION AND ROADWAY DESIGN LAYOUT REQUIRED TO ESTABLISH A MORE FUNCTIONAL ALIGNMENT.
REMOVE ROADWAY SEGMENT(F)
RELOCATION OF RANGELINE ROAD BEYOND FUTURE RUNWAY 31 END DEPICTED FOR A NON-PRECISION APPROACH
RANGELINE ROAD
FUTURE RWY 31 END LAT. 38°48'59.32" N LONG. 92°12'33.91" W EL. 885.8'(EST.) LOW POINT
FUTURE AIRFIELD SERVICE ROAD
FUTURE PART 77 500'x10,000'x3,500' (34:1 SLOPE)
ROAD EL. 867.6'
ROAD EL. 870.3'
ROAD EL. 868.8'
FUTURE RUNWAY PROTECTION ZONE 500'x1,700'x1,010'
ROAD EL. 864.9'
ROAD EL. 867.1'
ROAD EL. 874.5'
REMOVE ROADWAY SEGMENT(F)
1929' EXTENSION
495'
400'
355'
35'
39.5'
65.5'
PAPI-4L(F)
AIR TRAFFIC CONTROL TOWER
RWY 31 TDZ EL. 886.4'
FU. LOCALIZER CRITICAL AREA
250' HOLD LINE
TXY A
LAT. 38°49'17.02" N LONG. 92°12'56.19" W EL. 886.3'
ASOS
R500'
R1000'
745'
FUTURE AUTO PARKING
ULTIMATE AUTO PARKING EXPANSION
ULTIMATE TERMINAL EXPANSION
FUTURE TERMINAL SITE WITH PUBLIC ROAD ACCESS
FUTURE AIRFIELD SERVICE ROAD
FUTURE ARFF
ULTIMATE AIR CARRIER APRON EXPANSION
ULTIMATE AUTO PARKING EXPANSION
FUTURE AIR CARRIER APRON
FUTURE TAXIWAY ECHO
FUTURE RWY 13-31 5,500'x100' N44°34'12.0"W (TRUE)
TXY C
TXY C1
TXY C2
200' HOLD LINE
FUTURE NORTH HANGAR EXPANSION
830'
64'
COMPASS CALIBRATION PAD(E)
TIEDOWN AREA
COMPASS CALIBRATION PAD(F)
FUTURE ARP LAT. 38°49'03.85" N LONG. 92°13'04.05" W EL. 886.5'
AUTO PARKING
RWY 13 TDZ EL. 888.5' HIGH POINT
AIRPORT DRIVE
COUNTY FIRE STATION #19
ROAD EL: 879.8'
STATE ROUTE H
FUTURE PART 77 500'x10,000'x3,500' (34:1 SLOPE)
ROAD EL 884.1'
FUTURE RWY 13 END LAT. 38°49'38.05" N LONG. 92°13'22.68" W EL. 888.3'
RUNWAY END DETERMINED BY RVZ REQUIREMENTS
FUTURE RUNWAY PROTECTION ZONE 500'x1,700'x1,010'
TO HWY 63 (COLUMBIA)
ROAD EL 869.8'
RWY 20 TDZ EL. 889.2'
EL. 889.38' HIGH POINT
VOR/DME
TXY A5
TXY A4
TXY A3
TXY A2
TXY A1
TXY D
FUTURE RWY 2-20 7,400'x150' N 21°26'24.0" E (TRUE)
RWY 2 TDZ EL. 889.3'
NCGS MONUMENT "COU C"
NCGS MONUMENT "COU D"
NCGS MONUMENT "COU E"
ILS GLIDE SLOPE ANTENNA
GLIDE SLOPE CRITCAL AREA
FUTURE AIRFIELD SERVICE ROAD
FUTURE GA APRON
FUTURE GA FACILITY
TAXIWAY A
FUTURE SOUTH APRON/HANGAR EXPANSION
FUTURE DEVELOPMENT SITE(S) WITH PUBLIC ROAD ACCESS
FUTURE EXECUTIVE/ CORPORATE HANGAR SITE(S)
RWY 2 END LAT. 38°48'18.78" N LONG. 92°13'25.42" W EL. 882.2' LOW POINT
ROAD EL 871.1'
WASTE WATER TREATMENT LAGOON
MALSR
NAVAID ACCESS ROAD
ROAD EL 855.9'
RUNWAY PROTECTION ZONE 1,000'x2,500'x1,750'
ROAD EL 886.5'
NEW SALEM LANE
PART 77 1,000'x50,000'x16,000' (50:1/40:1 SLOPE)
R.E.A. TRANSMISSION LINE
GEL LANE

SOURCE: CONTOUR DATA - CITY OF COLUMBIA
BASE PLANIMETRICS - CITY OF COLUMBIA
DRAINAGE - CITY OF COLUMBIA

Notes:

1) TRAVERSE WAY ELEVATIONS SHOWN ARE ACTUAL ELEVATIONS AMSL, AND DO NOT INCLUDE 14 CFR PART 77 CLEARANCE ADJUSTMENTS.

DESCRIPTION	EXISTING	ULTIMATE
PAVEMENT		▨
AIRPORT BUILDINGS		▨
OBSERVED WETLANDS	☐	

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	— — — —	— · · — · · —
AVIGATION EASEMENT	▨	
RUNWAY SAFETY AREA	RSA	F–RSA
RUNWAY OBJECT FREE AREA	OFA	F–OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	F–OFZ
PRECISION OBSTACLE FREE ZONE	POFZ	U–POFZ
RUNWAY PROTECTION ZONE	— — —	— — —
RUNWAY VISIBILITY ZONE	RVZ	F–RVZ
TAXIWAY SAFETY AREA	TSA	F–TSA
TAXIWAY OBJECT FREE AREA	TOFA	F–TOFA
BUILDING RESTRICTION LINE	BRL	F–BRL
PRIMARY SURFACE	PT77	F–PT77
PAVEMENT	——	🟦
AIRPORT BUILDINGS	■	🟨
NON-AIRPORT BUILDINGS	☐	
AIRPORT BUILDING TO BE REMOVED OR REPURPOSED		🟩
RUNWAY LIGHT	●	⊖
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	⬢	
REIL (RUNWAY END IDENTIFIER LIGHT)	◀	◁
VASI (VISUAL APPROACH SLOPE INDICATOR)	☐	
PAPI (PRECISION APPROACH PATH INDICATOR)		☐☐☐☐
ARP (AIRPORT REFERENCE POINT)	⊗	⊗
BEACON	☆	
WINDCONE	⚑	
LIGHTED WINDCONE	⚐	
TREES	✿	
FENCE	—X—	
POWER POLE	–●–	
NCGS MONUMENT	⊕	
PAVEMENT REMOVAL		▩
SECURITY FENCE	— XX — XX —	— XX — XX —

FAA APPROVAL BLOCK

NCGS MONUMENT DATA					
IDENTIFIER	SURVEY STATION NAME	PACS OR SACS	LATITUDE	LONGITUDE	ELEVATION
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AIRPORT LAYOUT PLAN

CONSULTANTS

TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C-II	AUG., 2011
2	TAMP Update	OCT., 2017

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

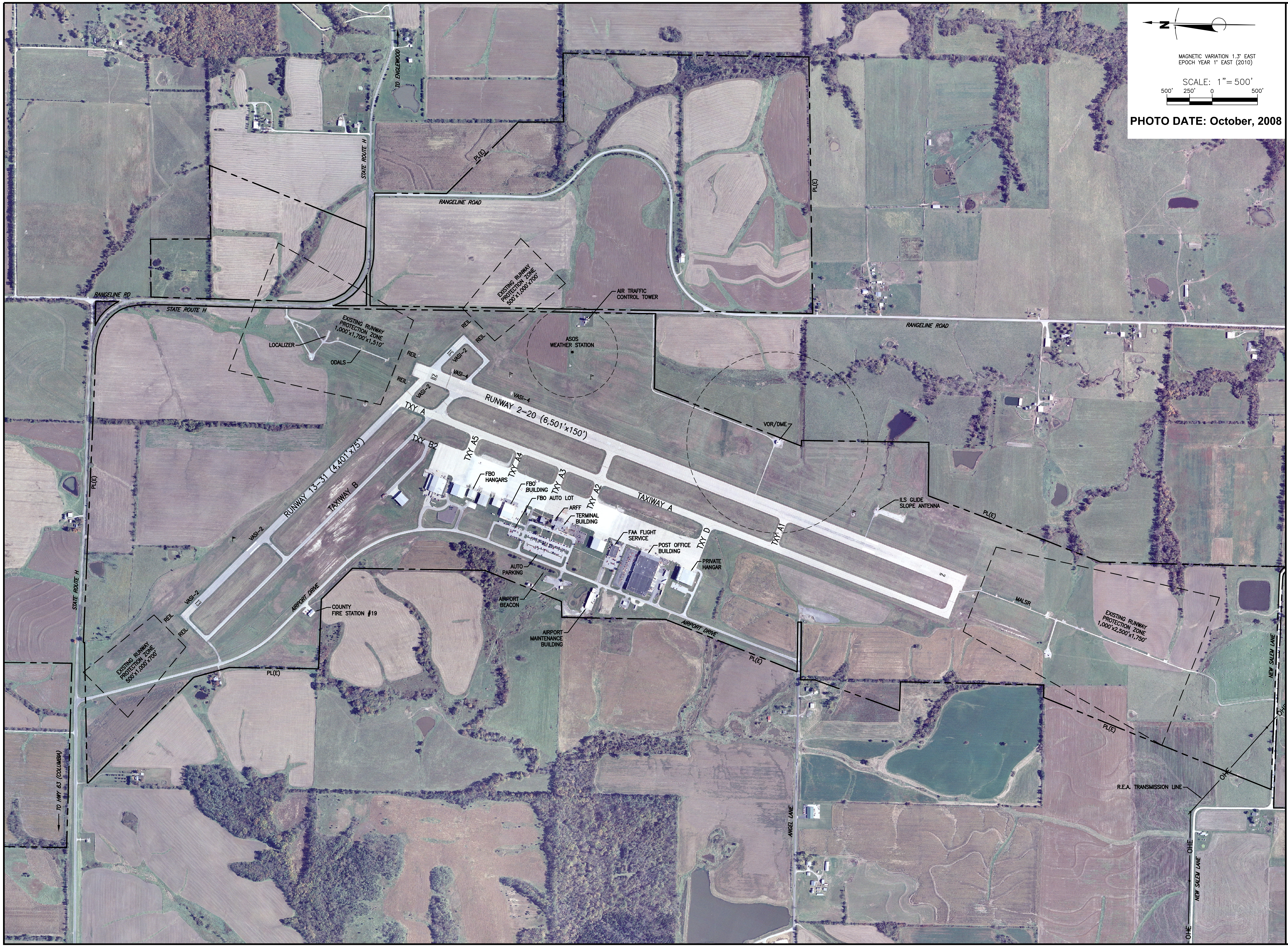
AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

AIRPORT LAYOUT PLAN (FUTURE)

SHEET NUMBER

4 OF 20



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AIRPORT LAYOUT PLAN

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REVISIONS

NO.	DESCRIPTION	DATE

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
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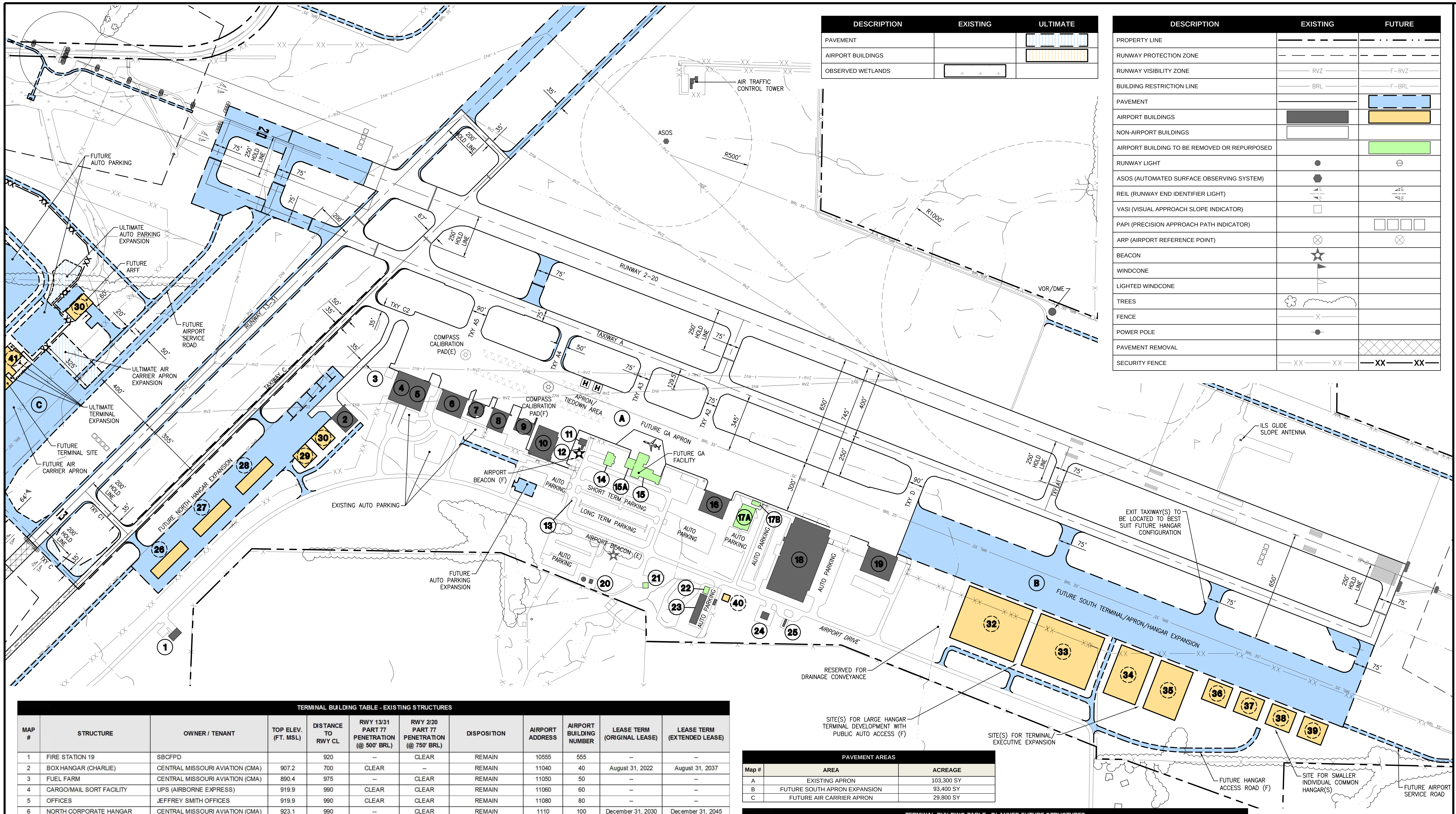
AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

AERIAL PHOTO

SHEET NUMBER
5 OF 20


FUTURE AUTO PARKING
ULTIMATE AUTO PARKING EXPANSION
FUTURE ARFF
FUTURE AIRPORT SERVICE ROAD
ULTIMATE AIR CARRIER APRON EXPANSION
ULTIMATE TERMINAL EXPANSION
FUTURE TERMINAL SITE
FUTURE AIR CARRIER APRON
RUNWAY 13-31
RUNWAY 2-20
TAXIWAY C
TAXIWAY A
TXY C1
TXY C2
TXY A5
TXY A4
TXY A3
TXY A2
TXY D
TXY AT
200' HOLD LINE
250' HOLD LINE
AIR TRAFFIC CONTROL TOWER
ASOS
R500'
R1000'
VOR/DME
COMPASS CALIBRATION PAD(E)
COMPASS CALIBRATION PAD(F)
APRON/ TIEDOWN AREA
FUTURE GA APRON
FUTURE GA FACILITY
AIRPORT BEACON (F)
AIRPORT BEACON (E)
EXISTING AUTO PARKING
FUTURE AUTO PARKING EXPANSION
SHORT TERM PARKING
LONG TERM PARKING
AUTO PARKING
FUTURE NORTH HANGAR EXPANSION
FUTURE SOUTH TERMINAL/APRON/HANGAR EXPANSION
AIRPORT DRIVE
RESERVED FOR DRAINAGE CONVEYANCE
SITE(S) FOR LARGE HANGAR TERMINAL DEVELOPMENT WITH PUBLIC AUTO ACCESS (F)
SITE(S) FOR TERMINAL/ EXECUTIVE EXPANSION
FUTURE HANGAR ACCESS ROAD (F)
SITE FOR SMALLER INDIVIDUAL COMMON HANGAR(S)
FUTURE AIRPORT SERVICE ROAD
EXIT TAXIWAY(S) TO BE LOCATED TO BEST SUIT FUTURE HANGAR CONFIGURATION
ILS GLIDE SLOPE ANTENNA
A
B
C
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
15A
16
17A
17B
18
19
20
21
22
23
24
25
26
27
28
29
30
32
33
34
35
36
37
38
39
40
41
BRL 35'
RVZ
F-RVZ
35'
50'
75'
90'
67'
200'
250'
300'
345'
355'
400'
650'
745'
129.5'
325'
64'
60'
20'

DESCRIPTION	EXISTING	ULTIMATE
PAVEMENT		▨
AIRPORT BUILDINGS		▨
OBSERVED WETLANDS	▭	

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	— — —	— · · —
RUNWAY PROTECTION ZONE	— — —	— — —
RUNWAY VISIBILITY ZONE	— RVZ —	— F–RVZ —
BUILDING RESTRICTION LINE	— BRL —	— F–BRL —
PAVEMENT	—	🟦
AIRPORT BUILDINGS	■	🟨
NON-AIRPORT BUILDINGS	☐	
AIRPORT BUILDING TO BE REMOVED OR REPURPOSED		🟩
RUNWAY LIGHT	●	⊖
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	⬢	
REIL (RUNWAY END IDENTIFIER LIGHT)	◄	◁
VASI (VISUAL APPROACH SLOPE INDICATOR)	☐	
PAPI (PRECISION APPROACH PATH INDICATOR)		☐☐☐☐
ARP (AIRPORT REFERENCE POINT)	⊗	⊗
BEACON	☆	
WINDCONE	⚑	
LIGHTED WINDCONE	⚐	
TREES	❀	
FENCE	— X —	
POWER POLE	—●—	
PAVEMENT REMOVAL		▨
SECURITY FENCE	— XX — XX —	— XX — XX —

TERMINAL BUILDING TABLE - EXISTING STRUCTURES

MAP #	STRUCTURE	OWNER / TENANT	TOP ELEV. (FT. MSL)	DISTANCE TO RWY CL	RWY 13/31 PART 77 PENETRATION (@ 500' BRL)	RWY 2/20 PART 77 PENETRATION (@ 750' BRL)	DISPOSITION	AIRPORT ADDRESS	AIRPORT BUILDING NUMBER	LEASE TERM (ORIGINAL LEASE)	LEASE TERM (EXTENDED LEASE)
1	FIRE STATION 19	SBCFPD		920	--	CLEAR	REMAIN	10555	555	–	–
2	BOX HANGAR (CHARLIE)	CENTRAL MISSOURI AVIATION (CMA)	907.2	700	CLEAR	–	REMAIN	11040	40	August 31, 2022	August 31, 2037
3	FUEL FARM	CENTRAL MISSOURI AVIATION (CMA)	890.4	975	--	CLEAR	REMAIN	11050	50	–	–
4	CARGO/MAIL SORT FACILITY	UPS (AIRBORNE EXPRESS)	919.9	990	CLEAR	CLEAR	REMAIN	11060	60	–	–
5	OFFICES	JEFFREY SMITH OFFICES	919.9	990	CLEAR	CLEAR	REMAIN	11080	80	–	–
6	NORTH CORPORATE HANGAR	CENTRAL MISSOURI AVIATION (CMA)	923.1	990	--	CLEAR	REMAIN	1110	100	December 31, 2030	December 31, 2045
7	CORPORATE HANGAR	CENTRAL MISSOURI AVIATION (CMA)	907.3	990	--	CLEAR	REMAIN	11120	120	December 31, 2020	April 18, 2040
8	NORTH BOX HANGAR	CENTRAL MISSOURI AVIATION (CMA)	909.6	990	--	CLEAR	REMAIN	11150	150	September 30, 1991	September 30, 2031
9	BOX HANGAR	SHELTER INSURANCE	908.1	990	--	CLEAR	REMAIN	11170	170	–	–
10	FBO/HANGAR	CENTRAL MISSOURI AVIATION (CMA)	910.9	990	--	CLEAR	REMAIN	11200	200	September 23, 2020	May 31, 2035
11	ELECTRICAL VAULT	COLUMBIA REGIONAL AIRPORT	895.5	980	--	CLEAR	REMAIN	11230	230	–	–
12	CUSTODIAL STORAGE	COLUMBIA REGIONAL AIRPORT	890.8	1,030	--	CLEAR	REMAIN	11232	232	–	–
13	PARKING ATTENDANT	REPUBLIC	–	1,370	--	CLEAR	REMAIN	11240	240	–	–
14	NORTH TERMINAL	TSA	946.6	1,000	--	CLEAR	REMOVE/RELOCATE	11260	260	–	–
15	MAIN TERMINAL/ADMINISTRATION	COLUMBIA REGIONAL AIRPORT	907.8	950	--	CLEAR	REMOVE/RELOCATE	11300	300	–	–
15A	ARFF	COLUMBIA REGIONAL AIRPORT	907.8	990	--	CLEAR	REMOVE/RELOCATE	–	–	–	–
16	CORPORATE HANGAR	CENTRAL MISSOURI AVIATION (CMA)	922.3	980	--	CLEAR	REMAIN	11350	350	May 31, 2020	May 31, 2035
17A	FLIGHT SERVICE STATION (FSS)	FAA	905.3	980	--	CLEAR	REMOVE/RELOCATE	11400	400	–	–
17B	FSS ELECTRICAL VAULT	FAA	900.1	950	--	CLEAR	REMOVE/RELOCATE	–	–	–	–
18	GENERAL MAIL FACILITY	U.S.POSTAL SERVICE	911.1	970	--	CLEAR	REMAIN	11450	450	–	–
19	HANGAR/OFFICES	–	929.0	970	--	CLEAR	REMAIN	11500	500	–	–
20	PUMPHOUSE (PWSD #1)	COLUMBIA REGIONAL AIRPORT	877.8	1,700	--	CLEAR	REMAIN	11281	281	–	–
21	MAINTENANCE STORAGE	COLUMBIA REGIONAL AIRPORT	874.0	1,620	--	CLEAR	REMOVE/RELOCATE	11331	331	–	–
22	MAINTENANCE OFFICE	COLUMBIA REGIONAL AIRPORT	886.0	1,500	--	CLEAR	REMOVE/RELOCATE	11381	381	–	–
23	SNOW REMOVAL BUILDING	COLUMBIA REGIONAL AIRPORT	888.2	1,550	--	CLEAR	REMAIN	11383	383	–	–
24	CAR WASH	HERTZ	889.8	1,520	--	CLEAR	REMAIN	11441	441	–	–
25	FUEL FARM	COLUMBIA REGIONAL AIRPORT	889.3	1,520	--	CLEAR	REMAIN	11451	451	–	–

SOURCE: BUILDING/STRUCTURE TOP ELEVATION FROM AERIAL PHOTOGRAMMETRY BY MARTINEZ GEOSPATIAL (OCTOBER, 2008).

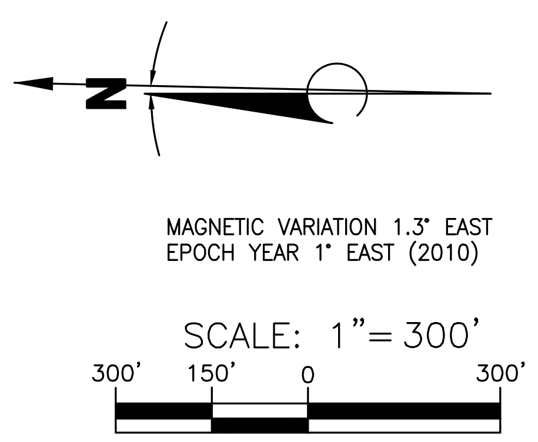
PAVEMENT AREAS

Map #	AREA	ACREAGE
A	EXISTING APRON	103,300 SY
B	FUTURE SOUTH APRON EXPANSION	93,400 SY
C	FUTURE AIR CARRIER APRON	29,800 SY

TERMINAL BUILDING TABLE - PLANNED FUTURE STRUCTURES

Map #	STRUCTURE	OWNER / TENANT	TOP ELEV. (MSL)	DIST. TO RWY CL	RWY 13/31 PART 77 PENETRATION (@ 500' BRL)	RWY 2/20 PART 77 PENETRATION (@ 750' BRL)	DISPOSITION
26	T-HANGAR	TO BE DETERMINED	- -	580	BEYOND BRL	BEYOND BRL	N / A
27	T-HANGAR	TO BE DETERMINED	- -	580	BEYOND BRL	BEYOND BRL	N / A
28	T-HANGAR	TO BE DETERMINED	- -	580	BEYOND BRL	BEYOND BRL	N / A
29	BOX HANGAR	TO BE DETERMINED	- -	700	BEYOND BRL	BEYOND BRL	N / A
30	BOX HANGAR	TO BE DETERMINED	- -	700	BEYOND BRL	BEYOND BRL	N / A
31	ARFF	TO BE DETERMINED	- -	750	BEYOND BRL	BEYOND BRL	N / A
32	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
33	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
34	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
35	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
36	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
37	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
38	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
39	BOX HANGAR	TO BE DETERMINED	- -	950	BEYOND BRL	BEYOND BRL	N / A
40	WORKSHOP	TO BE DETERMINED	- -	1,500	BEYOND BRL	BEYOND BRL	N / A
41	FUTURE TERMINAL	TO BE DETERMINED	932.0	750	BEYOND BRL	BEYOND BRL	2017-ACE-3715-3722-NRA 2017-ACE-5393-NRA

NOTE: HANGAR LAYOUTS ARE CONCEPTIAL AND MAY BE MODIFIED ACCORDING TO SPONSOR PREFERENCE.



MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 300'

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2	TAMP Update	OCT., 2017

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

GA TERMINAL AREA PLAN

SHEET NUMBER

6 OF 20

DESCRIPTION	EXISTING	FUTURE	ULTIMATE
PAVEMENT		▨	▨
AIRPORT BUILDINGS		▨	▨
OBSERVED WETLANDS	▭		
SECURITY FENCE	— XX —— XX —	— XX —— XX —	

TERMINAL BUILDING TABLE - PLANNED FUTURE STRUCTURES

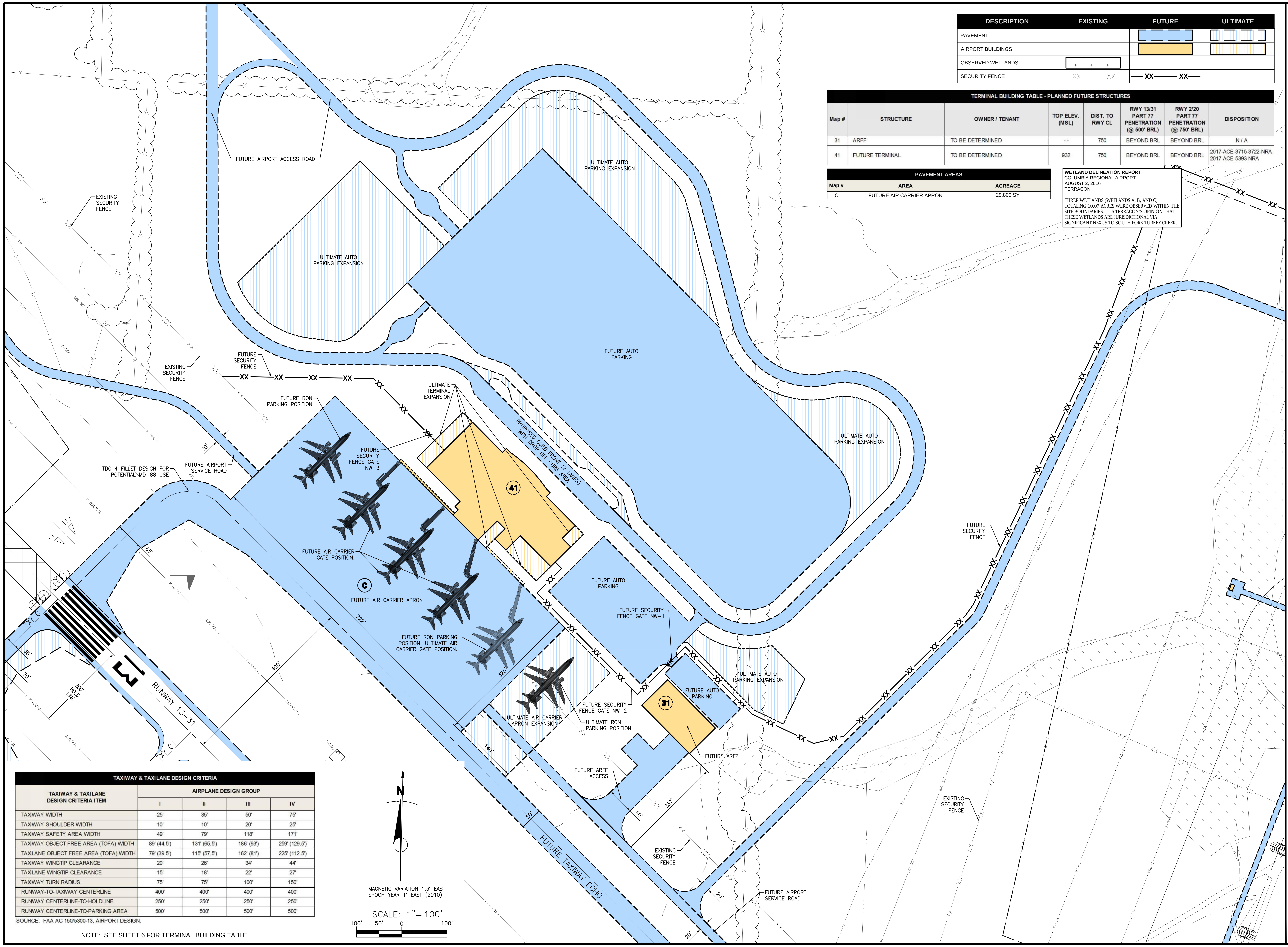
Map #	STRUCTURE	OWNER / TENANT	TOP ELEV. (MSL)	DIST. TO RWY CL	RWY 13/31 PART 77 PENETRATION (@ 500' BRL)	RWY 2/20 PART 77 PENETRATION (@ 750' BRL)	DISPOSITION
31	ARFF	TO BE DETERMINED	- -	750	BEYOND BRL	BEYOND BRL	N / A
41	FUTURE TERMINAL	TO BE DETERMINED	932	750	BEYOND BRL	BEYOND BRL	2017-ACE-3715-3722-NRA 2017-ACE-5393-NRA

PAVEMENT AREAS

Map #	AREA	ACREAGE
C	FUTURE AIR CARRIER APRON	29,800 SY

WETLAND DELINEATION REPORT
COLUMBIA REGIONAL AIRPORT
AUGUST 2, 2016
TERRACON

THREE WETLANDS (WETLANDS A, B, AND C) TOTALING 10.07 ACRES WERE OBSERVED WITHIN THE SITE BOUNDARIES. IT IS TERRACON'S OPINION THAT THESE WETLANDS ARE JURISDICTIONAL VIA SIGNIFICANT NEXUS TO SOUTH FORK TURKEY CREEK.


FUTURE AIRPORT ACCESS ROAD
EXISTING SECURITY FENCE
ULTIMATE AUTO PARKING EXPANSION
ULTIMATE AUTO PARKING EXPANSION
FUTURE AUTO PARKING
ULTIMATE AUTO PARKING EXPANSION
FUTURE SECURITY FENCE
EXISTING SECURITY FENCE
ULTIMATE TERMINAL EXPANSION
FUTURE RON PARKING POSITION
PROPOSED CURB FRONT (2 LANES) WITH DROP OFF CURB AREA
FUTURE SECURITY FENCE GATE NW-3
41
20'
TDG 4 FILLET DESIGN FOR POTENTIAL MD-88 USE
FUTURE AIRPORT SERVICE ROAD
65'
FUTURE AIR CARRIER GATE POSITION.
C
FUTURE AIR CARRIER APRON
722'
FUTURE RON PARKING POSITION. ULTIMATE AIR CARRIER GATE POSITION.
FUTURE AUTO PARKING
FUTURE SECURITY FENCE GATE NW-1
FUTURE SECURITY FENCE
TXY_C
35'
70'
13
200' HOLD LINE
RUNWAY 13-31
400'
325'
TXY_C1
ULTIMATE AUTO PARKING EXPANSION
FUTURE AUTO PARKING
31
FUTURE SECURITY FENCE GATE NW-2
ULTIMATE RON PARKING POSITION
ULTIMATE AIR CARRIER APRON EXPANSION
140'
FUTURE ARFF
FUTURE ARFF ACCESS
60'
237'
50'
FUTURE TAXIWAY ECHO
EXISTING SECURITY FENCE
20'
20'
FUTURE AIRPORT SERVICE ROAD
EXISTING SECURITY FENCE
N
MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)
SCALE: 1"= 100'
100' 50' 0 100'

TAXIWAY & TAXILANE DESIGN CRITERIA

TAXIWAY & TAXILANE DESIGN CRITERIA ITEM	AIRPLANE DESIGN GROUP			
	I	II	III	IV
TAXIWAY WIDTH	25'	35'	50'	75'
TAXIWAY SHOULDER WIDTH	10'	10'	20'	25'
TAXIWAY SAFETY AREA WIDTH	49'	79'	118'	171'
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH	89' (44.5')	131' (65.5')	186' (93')	259' (129.5')
TAXILANE OBJECT FREE AREA (TOFA) WIDTH	79' (39.5')	115' (57.5')	162' (81')	225' (112.5')
TAXIWAY WINGTIP CLEARANCE	20'	26'	34'	44'
TAXILANE WINGTIP CLEARANCE	15'	18'	22'	27'
TAXIWAY TURN RADIUS	75'	75'	100'	150'
RUNWAY-TO-TAXIWAY CENTERLINE	400'	400'	400'	400'
RUNWAY CENTERLINE-TO-HOLDLINE	250'	250'	250'	250'
RUNWAY CENTERLINE-TO-PARKING AREA	500'	500'	500'	500'

SOURCE: FAA AC 150/5300-13, AIRPORT DESIGN.

NOTE: SEE SHEET 6 FOR TERMINAL BUILDING TABLE.

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COLUMBIA REGIONAL Airport

AIRPORT LAYOUT PLAN

CONSULTANTS

TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C-II	AUG., 2011
2	TAMP Update	OCT., 2017

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
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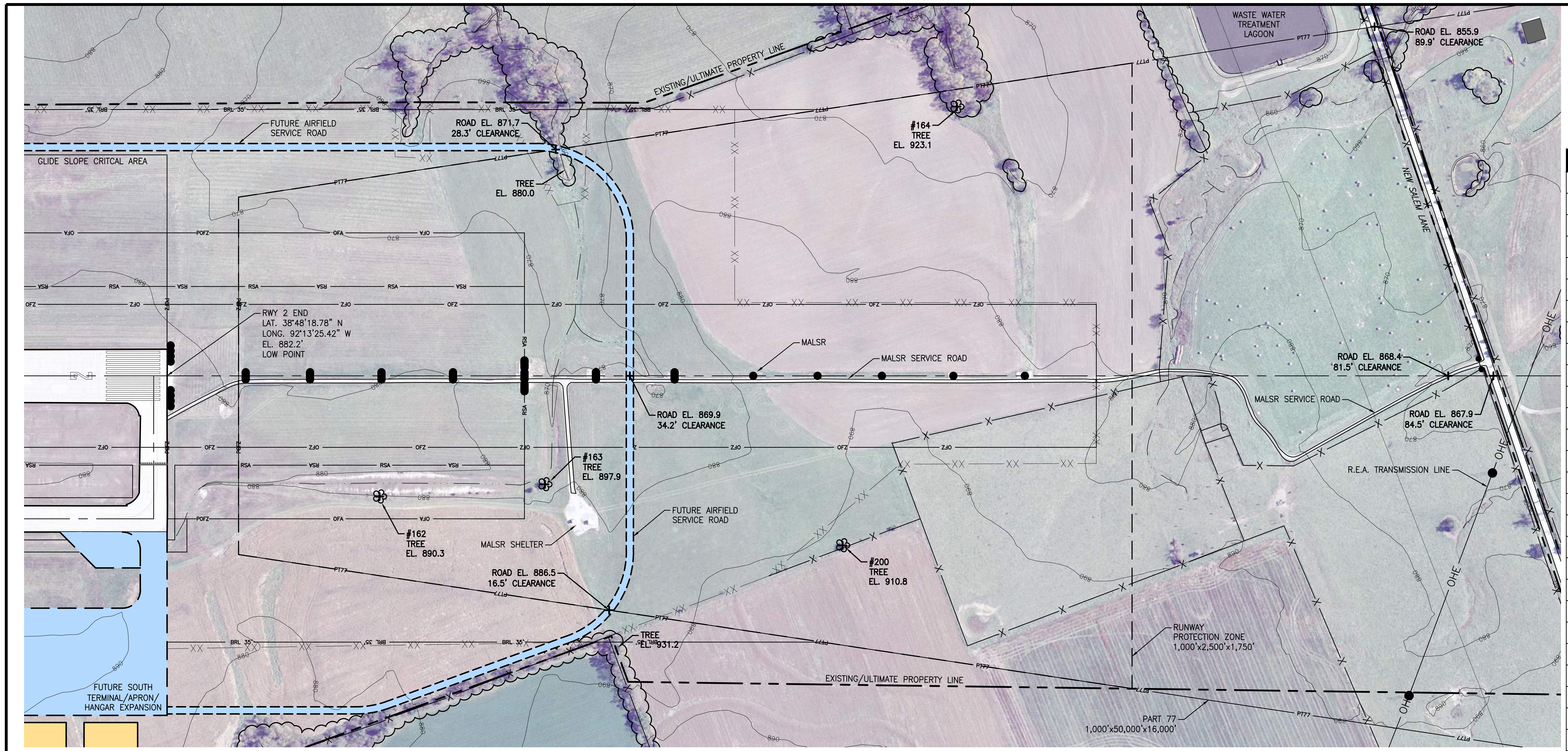
213-9588-000

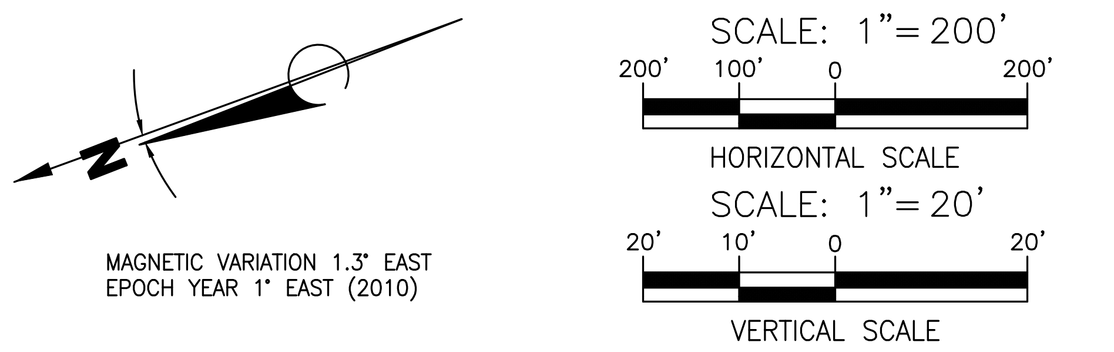
SHEET TITLE

FUTURE TERMINAL AREA PLAN

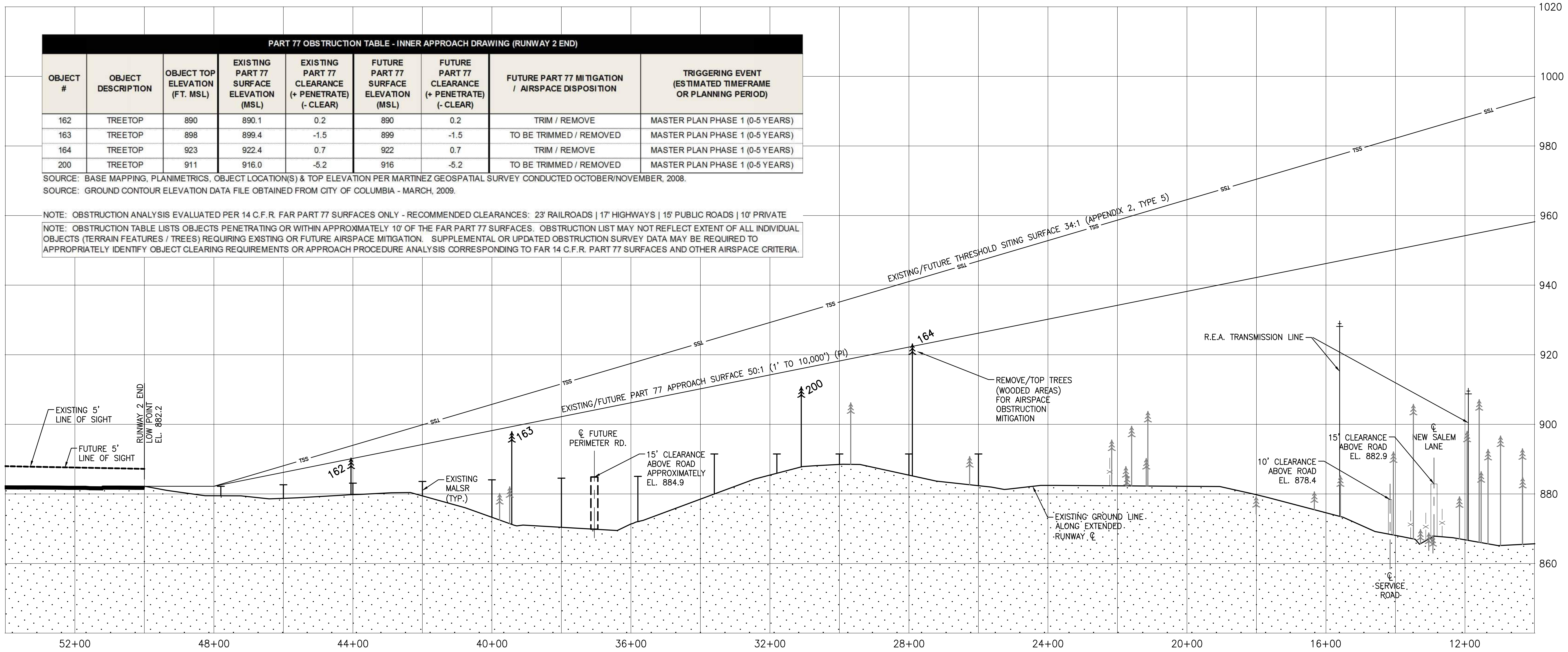
SHEET NUMBER
7 OF 20



AERIAL PHOTO: MARTINEZ GEOSPATIAL, 2008
GROUND CONTOURS: CITY OF COLUMBIA



DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	—— — — ——	—— · · —— · · ——
RUNWAY SAFETY AREA	—— RSA ——	—— F–RSA ——
RUNWAY OBJECT FREE AREA	—— OFA ——	—— F–OFA ——
RUNWAY OBSTACLE FREE ZONE	—— OFZ ——	—— F–OFZ ——
RUNWAY PROTECTION ZONE	— —— —— —	— —— —— —
RUNWAY VISIBILITY ZONE	—— RVZ ——	—— F–RVZ ——
TAXIWAY SAFETY AREA	—— TSA ——	—— F–TSA ——
TAXIWAY OBJECT FREE AREA	—— TOFA ——	—— F–TOFA ——
BUILDING RESTRICTION LINE	—— BRL ——	—— F–BRL ——
PRIMARY SURFACE	—— PT77 ——	—— F–PT77 ——
PAVEMENT	——	🟦
AIRPORT BUILDINGS	⬛	🟨
NON-AIRPORT BUILDINGS	☐	
RUNWAY LIGHT	●	⊖
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	⬢	
REIL (RUNWAY END IDENTIFIER LIGHT)	◢≡	◿≡
VASI (VISUAL APPROACH SLOPE INDICATOR)	☐	
PAPI (PRECISION APPROACH PATH INDICATOR)		☐☐☐☐
ARP (AIRPORT REFERENCE POINT)	⊗	⊗
BEACON	✪	
WINDCONE	⚑	
LIGHTED WINDCONE	⚐	
TREES	✿ ⌒⌒⌒	
FENCE	—— X ——	
POWER POLE	–●–	
PAVEMENT REMOVAL		▨
SECURITY FENCE	— XX —— XX —	— XX —— XX —


1020
1000
980
960
940
920
900
880
860
52+00
48+00
44+00
40+00
36+00
32+00
28+00
24+00
20+00
16+00
12+00
EXISTING/FUTURE THRESHOLD SITING SURFACE 34:1 (APPENDIX 2, TYPE 5)
EXISTING/FUTURE PART 77 APPROACH SURFACE 50:1 (1' TO 10,000') (PI)
TSS
SSL
EXISTING 5' LINE OF SIGHT
FUTURE 5' LINE OF SIGHT
RUNWAY 2 END LOW POINT EL. 882.2
162
163
164
200
EXISTING MALSR (TYP.)
℄ FUTURE PERIMETER RD.
15' CLEARANCE ABOVE ROAD APPROXIMATELY EL. 884.9
REMOVE/TOP TREES (WOODED AREAS) FOR AIRSPACE OBSTRUCTION MITIGATION
R.E.A. TRANSMISSION LINE
15' CLEARANCE ABOVE ROAD EL. 882.9
NEW SALEM LANE
10' CLEARANCE ABOVE ROAD EL. 878.4
EXISTING GROUND LINE ALONG EXTENDED RUNWAY ℄
℄ SERVICE ROAD

PART 77 OBSTRUCTION TABLE - INNER APPROACH DRAWING (RUNWAY 2 END)								
OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING PART 77 SURFACE ELEVATION (MSL)	EXISTING PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 SURFACE ELEVATION (MSL)	FUTURE PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 MITIGATION / AIRSPACE DISPOSITION	TRIGGERING EVENT (ESTIMATED TIMEFRAME OR PLANNING PERIOD)
162	TREETOP	890	890.1	0.2	890	0.2	TRIM / REMOVE	MASTER PLAN PHASE 1 (0-5 YEARS)
163	TREETOP	898	899.4	-1.5	899	-1.5	TO BE TRIMMED / REMOVED	MASTER PLAN PHASE 1 (0-5 YEARS)
164	TREETOP	923	922.4	0.7	922	0.7	TRIM / REMOVE	MASTER PLAN PHASE 1 (0-5 YEARS)
200	TREETOP	911	916.0	-5.2	916	-5.2	TO BE TRIMMED / REMOVED	MASTER PLAN PHASE 1 (0-5 YEARS)

SOURCE: BASE MAPPING, PLANIMETRICS, OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: GROUND CONTOUR ELEVATION DATA FILE OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009.

NOTE: OBSTRUCTION ANALYSIS EVALUATED PER 14 C.F.R. FAR PART 77 SURFACES ONLY - RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE

NOTE: OBSTRUCTION TABLE LISTS OBJECTS PENETRATING OR WITHIN APPROXIMATELY 10' OF THE FAR PART 77 SURFACES. OBSTRUCTION LIST MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS (TERRAIN FEATURES / TREES) REQUIRING EXISTING OR FUTURE AIRSPACE MITIGATION. SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED TO APPROPRIATELY IDENTIFY OBJECT CLEARING REQUIREMENTS OR APPROACH PROCEDURE ANALYSIS CORRESPONDING TO FAR 14 C.F.R. PART 77 SURFACES AND OTHER AIRSPACE CRITERIA.

NOTES:
EXISTING/FUTURE NO RSA OBJECT PENERATIONS
EXISTING/FUTURE NO OFZ OBJECT PENERATIONS
EXISTING/FUTURE NO TSS OBJECT PENERATIONS

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AIRPORT LAYOUT PLAN

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

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1	TAMP Update	OCT., 2017

DATE ISSUED: JULY, 2011
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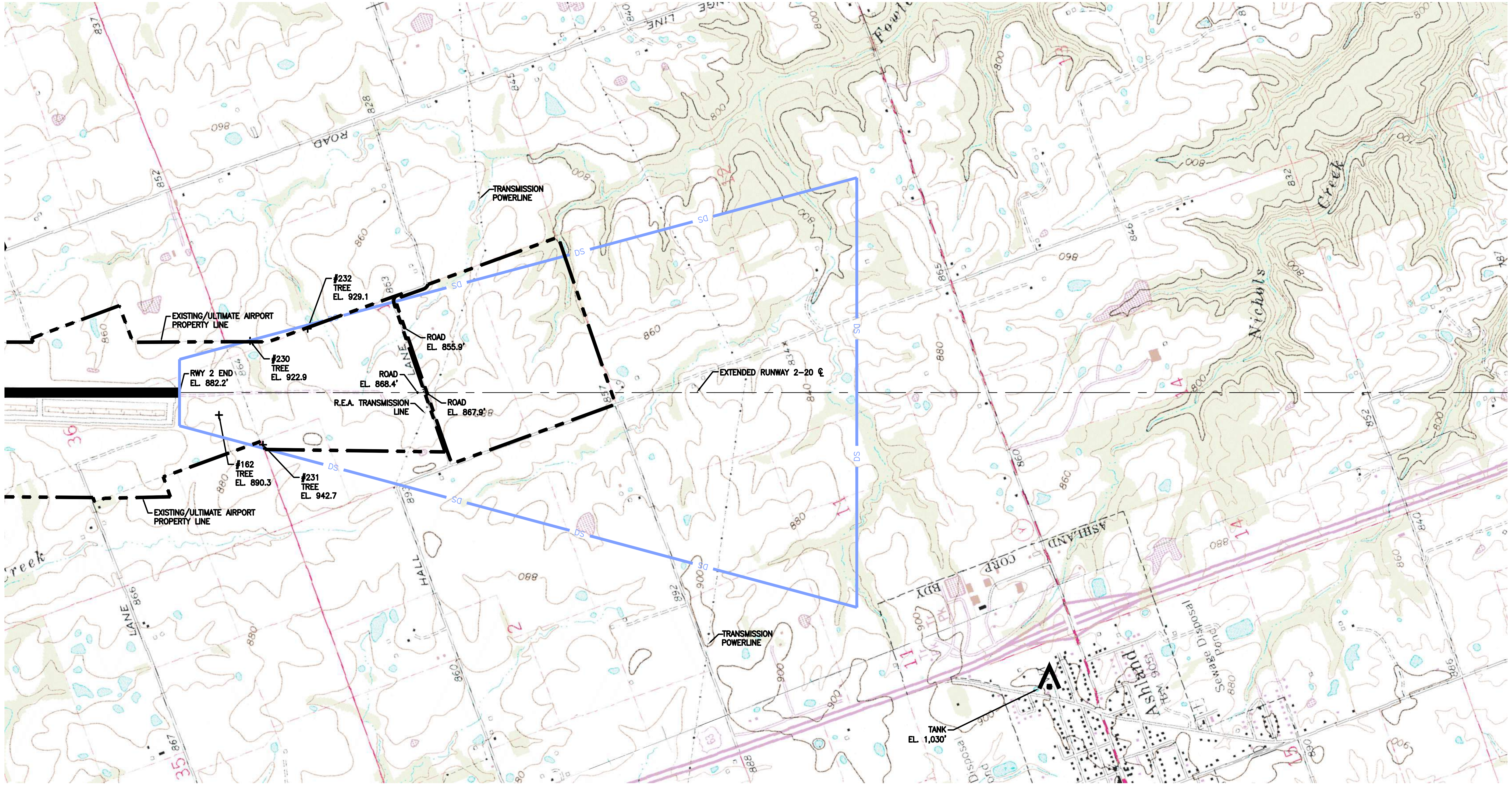
213-9588-000

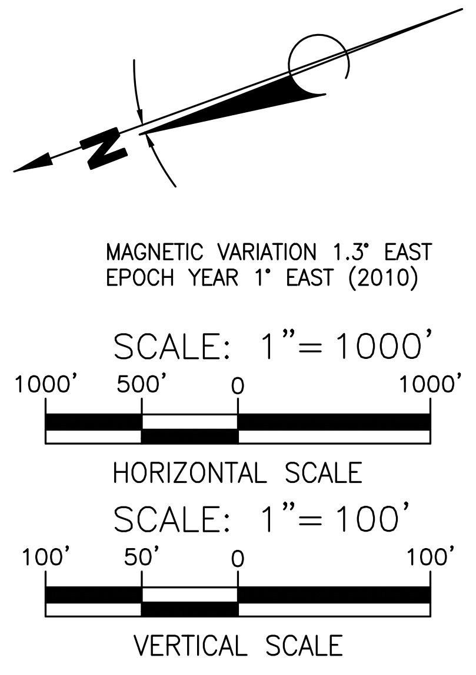
SHEET TITLE

EXISTING/ULTIMATE RUNWAY 2 INNER APPROACH DRAWING

SHEET NUMBER

8 OF 20



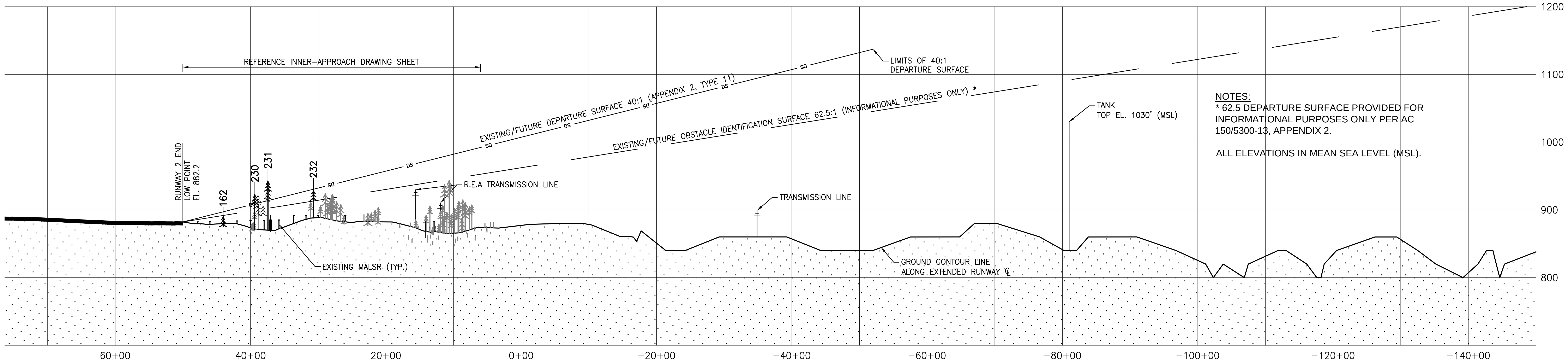

MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 1000'

HORIZONTAL SCALE

SCALE: 1"= 100'

VERTICAL SCALE


REFERENCE INNER-APPROACH DRAWING SHEET
LIMITS OF 40:1 DEPARTURE SURFACE
EXISTING/FUTURE DEPARTURE SURFACE 40:1 (APPENDIX 2, TYPE 11)
EXISTING/FUTURE OBSTACLE IDENTIFICATION SURFACE 62.5:1 (INFORMATIONAL PURPOSES ONLY) *
TANK TOP EL. 1030' (MSL)
RUNWAY 2 END LOW POINT EL. 882.2
162
230
231
232
R.E.A TRANSMISSION LINE
TRANSMISSION LINE
EXISTING MALSR (TYP.)
GROUND CONTOUR LINE ALONG EXTENDED RUNWAY ℄
DS
1200
1100
1000
900
800
60+00
40+00
20+00
0+00
−20+00
−40+00
−60+00
−80+00
−100+00
−120+00
−140+00

NOTES:
* 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.

ALL ELEVATIONS IN MEAN SEA LEVEL (MSL).

DESCRIPTION	EXISTING	FUTURE
AIRPORT PROPERTY LINE	▬ ▬ ▬	▬ · ▬
40:1 DEPARTURE SURFACE	DS	F-DS

OBSTRUCTION TABLE - DEPARTURE SURFACE DRAWING (RUNWAY 2 END)

OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING DEPARTURE SURFACE ELEVATION (FT. MSL)	EXISTING PENETRATION (+) OR CLEARANCE (-)	FUTURE DEPARTURE SURFACE ELEVATION (FT. MSL)	FUTURE PENETRATION (+) OR CLEARANCE (-)
162	TREETOP/WOODED AREA	890	897.1	-6.8	897.1	-6.8
230	TREETOP/WOODED AREA	923	908.8	14.1	908.8	14.1
231	TREETOP/WOODED AREA	943	913.6	29.1	913.6	29.1
232	TREETOP/WOODED AREA	929	930.5	-1.4	930.5	-1.4

SOURCE: OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: TOWER OBJECT LOCATION(S) & TOP ELEVATION FROM FAA TOWER DATABASE (REFLECTS CHANGES FROM AUG, 25, 2008 TO OCT. 19, 2008).
SOURCE: USGS QUADRANGLE BASE MAPPING OBTAINED FROM MAPMART SEPTEMBER, 2008. (DATE OF MAP, PHOTOREVISED 1981).
SOURCE: GROUND CONTOUR ELEVATION DATA OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009 (APPROXIMATELY 5,000' BEYOND RWY END). GROUND CONTOUR ELEVATION DIGITIZED FROM USGS QUADRANGLE MAP, PHOTOREVISED 1981 (APPROXIMATELY 5,000' TO 20,000' BEYOND RWY END). ACTUAL GROUND ELEVATION AT OBJECT MAY VARY FROM GROUND ELEVATION DEPICTED ALONG THE RUNWAY CENTERLINE (AS SHOWN).

NOTE 1: DEPARTURE SURFACE OBSTRUCTION TABLE LISTS OBJECTS WITHIN APPROXIMATELY 10' OF THE DEPARTURE SURFACES PROFILE. TABLE MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS. THEREFORE, SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED.
NOTE 2: 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL).

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AIRPORT
LAYOUT
PLAN

CONSULTANTS

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REVISIONS

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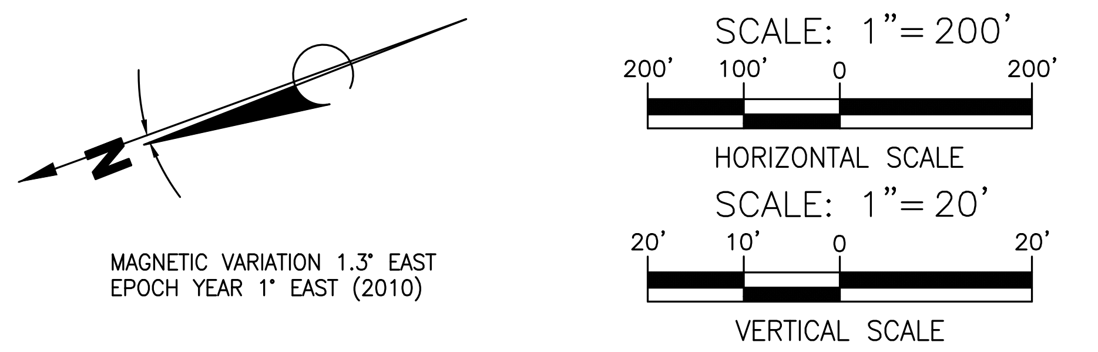
SHEET TITLE

EXISTING/ULTIMATE RUNWAY 2 DEPARTURE DRAWING

SHEET NUMBER
9 OF 20

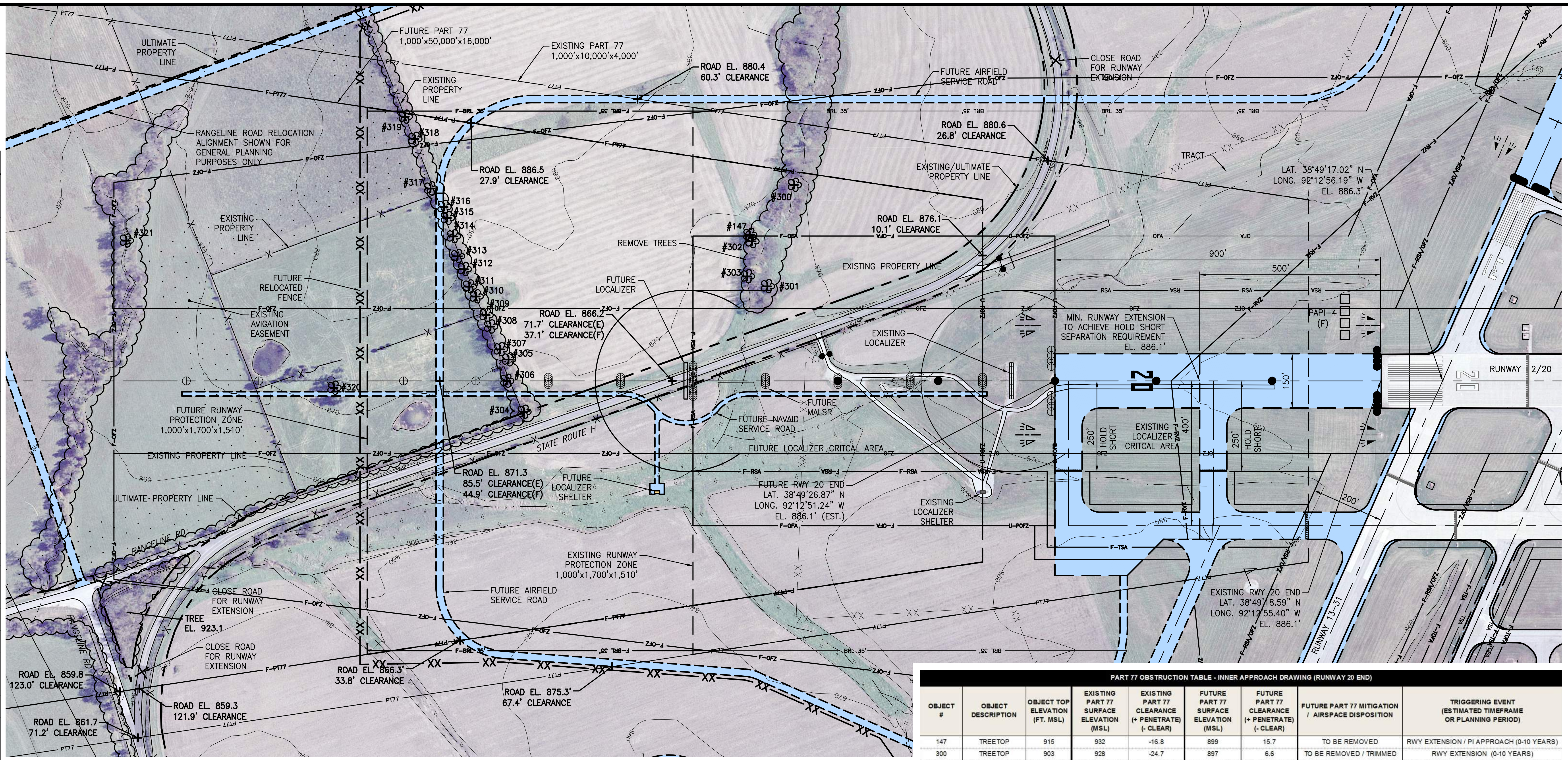


MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	— — —	— · · — · · —
RUNWAY SAFETY AREA	— RSA —	— F-RSA —
RUNWAY OBJECT FREE AREA	— OFA —	— F-OFA —
RUNWAY OBSTACLE FREE ZONE	— OFZ —	— F-OFZ —
RUNWAY PROTECTION ZONE	— — — —	— — — —
RUNWAY VISIBILITY ZONE	— RVZ —	— F-RVZ —
TAXIWAY SAFETY AREA	— TSA —	— F-TSA —
TAXIWAY OBJECT FREE AREA	— TOFA —	— F-TOFA —
BUILDING RESTRICTION LINE	— BRL —	— F-BRL —
PRIMARY SURFACE	— PT77 —	— F-PT77 —
PAVEMENT	—	▭
AIRPORT BUILDINGS	▬	▬
NON-AIRPORT BUILDINGS	▭	
RUNWAY LIGHT	●	⊖
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	⬢	
REIL (RUNWAY END IDENTIFIER LIGHT)	◄	◄
VASI (VISUAL APPROACH SLOPE INDICATOR)	☐	
PAPI (PRECISION APPROACH PATH INDICATOR)		☐☐☐☐
ARP (AIRPORT REFERENCE POINT)	⊗	⊗
BEACON	★	
WINDCONE	⚑	
LIGHTED WINDCONE	⚐	
TREES	✿	
FENCE	—X—	
POWER POLE	—●—	
PAVEMENT REMOVAL		▨
SECURITY FENCE	— XX — XX —	— XX — XX —

DESCRIPTION	EXISTING
OBSERVED WETLANDS	▭

NOTES:
EXISTING/FUTURE NO RSA OBJECT PENERATIONS
EXISTING/FUTURE NO OFZ OBJECT PENERATIONS
EXISTING/FUTURE NO TSS OBJECT PENERATIONS


ULTIMATE PROPERTY LINE
FUTURE PART 77 1,000'x50,000'x16,000'
EXISTING PART 77 1,000'x10,000'x4,000'
ROAD EL. 880.4 60.3' CLEARANCE
FUTURE AIRFIELD SERVICE ROAD
CLOSE ROAD FOR RUNWAY EXTENSION
EXISTING PROPERTY LINE
RANGELINE ROAD RELOCATION ALIGNMENT SHOWN FOR GENERAL PLANNING PURPOSES ONLY
ROAD EL. 886.5 27.9' CLEARANCE
ROAD EL. 880.6 26.8' CLEARANCE
TRACT
EXISTING/ULTIMATE PROPERTY LINE
LAT. 38°49'17.02" N
LONG. 92°12'56.19" W
EL. 886.3'
#319
#318
#317
#316
#315
#314
#313
#312
#311
#310
#309
#308
#307
#305
#306
#304
#321
#320
#300
#147
#302
#303
#301
REMOVE TREES
FUTURE LOCALIZER
ROAD EL. 876.1 10.1' CLEARANCE
EXISTING PROPERTY LINE
900'
500'
FUTURE RELOCATED FENCE
EXISTING AVIGATION EASEMENT
ROAD EL. 866.2 71.7' CLEARANCE(E) 37.1' CLEARANCE(F)
MIN. RUNWAY EXTENSION TO ACHIEVE HOLD SHORT SEPARATION REQUIREMENT EL. 886.1'
PAPI-4 (F)
EXISTING LOCALIZER
RUNWAY 2/20
20
150'
FUTURE RUNWAY PROTECTION ZONE 1,000'x1,700'x1,510'
FUTURE MALSR
FUTURE NAVAID SERVICE ROAD
EXISTING PROPERTY LINE
STATE ROUTE H
FUTURE LOCALIZER CRITCAL AREA
250' HOLD SHORT
EXISTING LOCALIZER CRITCAL AREA
400'
ROAD EL. 871.3 85.5' CLEARANCE(E) 44.9' CLEARANCE(F)
FUTURE LOCALIZER SHELTER
FUTURE RWY 20 END
LAT. 38°49'26.87" N
LONG. 92°12'51.24" W
EL. 886.1' (EST.)
EXISTING LOCALIZER SHELTER
ULTIMATE PROPERTY LINE
RANGELINE RD
200'
EXISTING RUNWAY PROTECTION ZONE 1,000'x1,700'x1,510'
EXISTING RWY 20 END
LAT. 38°49'18.59" N
LONG. 92°12'55.40" W
EL. 886.1'
RUNWAY 13-31
CLOSE ROAD FOR RUNWAY EXTENSION
TREE EL. 923.1
FUTURE AIRFIELD SERVICE ROAD
CLOSE ROAD FOR RUNWAY EXTENSION
ROAD EL. 859.8 123.0' CLEARANCE
ROAD EL. 866.3' 33.8' CLEARANCE
ROAD EL. 875.3' 67.4' CLEARANCE
ROAD EL. 859.3 121.9' CLEARANCE
ROAD EL. 861.7 71.2' CLEARANCE

AERIAL PHOTO: MARTINEZ GEOSPATIAL, 2008
GROUND CONTOURS: CITY OF COLUMBIA

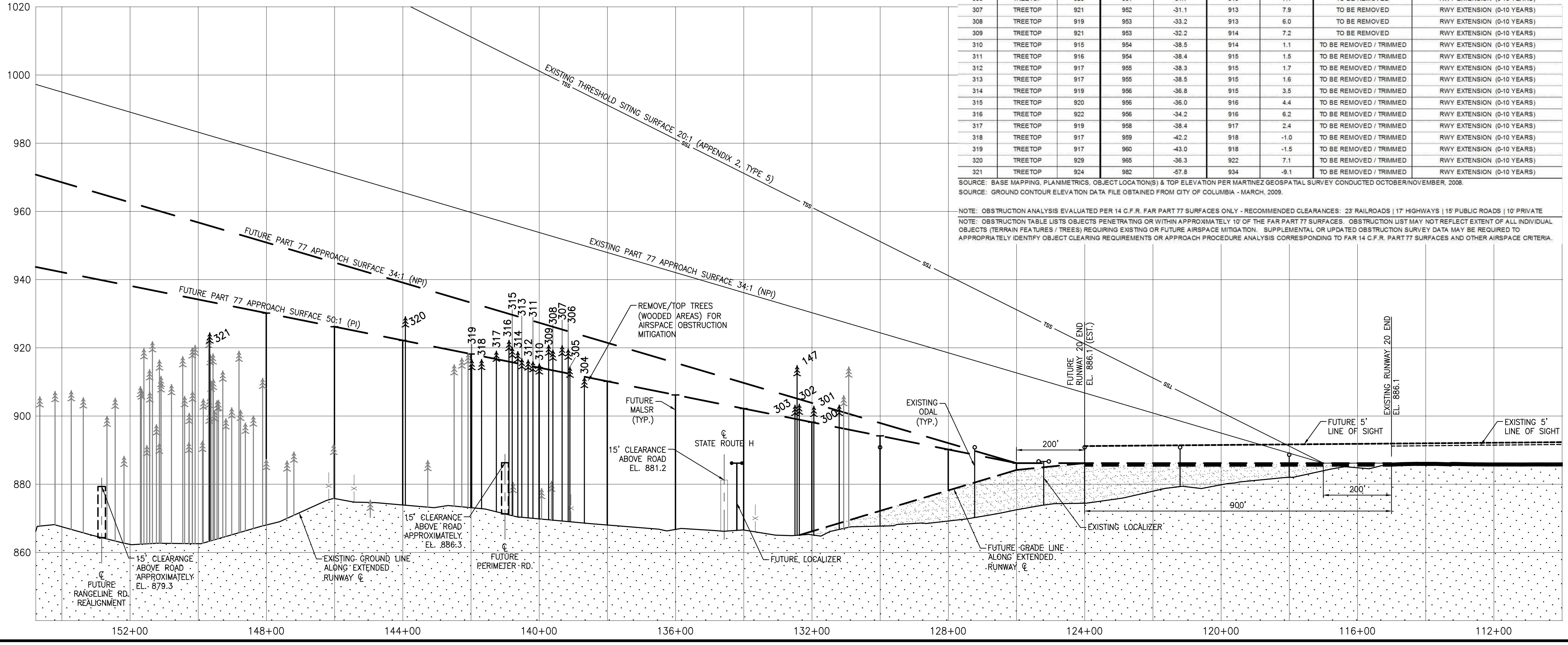
OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING PART 77 SURFACE ELEVATION (MSL)	EXISTING PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 SURFACE ELEVATION (MSL)	FUTURE PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 MITIGATION / AIRSPACE DISPOSITION	TRIGGERING EVENT (ESTIMATED TIMEFRAME OR PLANNING PERIOD)
147	TREETOP	915	932	-16.8	899	15.7	TO BE REMOVED	RWY EXTENSION / PI APPROACH (0-10 YEARS)
300	TREETOP	903	928	-24.7	897	6.6	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
301	TREETOP	903	930	-27.2	898	4.8	REMOVE	RWY EXTENSION (0-10 YEARS)
302	TREETOP	904	931	-27.9	899	4.6	REMOVE	RWY EXTENSION (0-10 YEARS)
303	TREETOP	903	932	-28.6	899	4.0	REMOVE	RWY EXTENSION (0-10 YEARS)
304	TREETOP	911	950	-38.6	912	-0.2	TO BE REMOVED	RWY EXTENSION (0-10 YEARS)
305	TREETOP	914	951	-36.8	912	2.0	TO BE REMOVED	RWY EXTENSION (0-10 YEARS)
306	TREETOP	920	951	-31.7	913	7.1	TO BE REMOVED	RWY EXTENSION (0-10 YEARS)
307	TREETOP	921	952	-31.1	913	7.9	TO BE REMOVED	RWY EXTENSION (0-10 YEARS)
308	TREETOP	919	953	-33.2	913	6.0	TO BE REMOVED	RWY EXTENSION (0-10 YEARS)
309	TREETOP	921	953	-32.2	914	7.2	TO BE REMOVED	RWY EXTENSION (0-10 YEARS)
310	TREETOP	915	954	-38.5	914	1.1	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
311	TREETOP	916	954	-38.4	915	1.5	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
312	TREETOP	917	955	-38.3	915	1.7	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
313	TREETOP	917	955	-38.5	915	1.6	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
314	TREETOP	919	956	-36.8	915	3.5	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
315	TREETOP	920	956	-36.0	916	4.4	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
316	TREETOP	922	956	-34.2	916	6.2	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
317	TREETOP	919	958	-38.4	917	2.4	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
318	TREETOP	917	959	-42.2	918	-1.0	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
319	TREETOP	917	960	-43.0	918	-1.5	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
320	TREETOP	929	965	-36.3	922	7.1	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)
321	TREETOP	924	982	-57.8	934	-9.1	TO BE REMOVED / TRIMMED	RWY EXTENSION (0-10 YEARS)

PART 77 OBSTRUCTION TABLE - INNER APPROACH DRAWING (RUNWAY 20 END)

SOURCE: BASE MAPPING, PLANIMETRICS, OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: GROUND CONTOUR ELEVATION DATA FILE OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009.

NOTE: OBSTRUCTION ANALYSIS EVALUATED PER 14 C.F.R. FAR PART 77 SURFACES ONLY - RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE

NOTE: OBSTRUCTION TABLE LISTS OBJECTS PENETRATING OR WITHIN APPROXIMATELY 10' OF THE FAR PART 77 SURFACES. OBSTRUCTION LIST MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS (TERRAIN FEATURES / TREES) REQUIRING EXISTING OR FUTURE AIRSPACE MITIGATION. SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED TO APPROPRIATELY IDENTIFY OBJECT CLEARING REQUIREMENTS OR APPROACH PROCEDURE ANALYSIS CORRESPONDING TO FAR 14 C.F.R. PART 77 SURFACES AND OTHER AIRSPACE CRITERIA.


1020
1000
980
960
940
920
900
880
860
EXISTING THRESHOLD SITING SURFACE 20:1 (APPENDIX 2, TYPE 5)
TSS
FUTURE PART 77 APPROACH SURFACE 34:1 (NPI)
EXISTING PART 77 APPROACH SURFACE 34:1 (NPI)
FUTURE PART 77 APPROACH SURFACE 50:1 (PI)
321
320
319
318
317
316
315
314
313
312
311
310
309
308
307
306
305
304
147
303
302
301
300
REMOVE/TOP TREES (WOODED AREAS) FOR AIRSPACE OBSTRUCTION MITIGATION
FUTURE MALSR (TYP.)
15' CLEARANCE ABOVE ROAD EL. 881.2
℄ STATE ROUTE H
EXISTING ODAL (TYP.)
200'
FUTURE RUNWAY 20 END EL. 886.1' (EST.)
EXISTING RUNWAY 20 END EL. 886.1
FUTURE 5' LINE OF SIGHT
EXISTING 5' LINE OF SIGHT
200'
900'
EXISTING LOCALIZER
FUTURE GRADE LINE ALONG EXTENDED RUNWAY ℄
FUTURE LOCALIZER
15' CLEARANCE ABOVE ROAD APPROXIMATELY EL. 886.3
℄ FUTURE PERIMETER RD.
EXISTING GROUND LINE ALONG EXTENDED RUNWAY ℄
15' CLEARANCE ABOVE ROAD APPROXIMATELY EL. 879.3
℄ FUTURE RANGELINE RD. REALIGNMENT
152+00
148+00
144+00
140+00
136+00
132+00
128+00
124+00
120+00
116+00
112+00

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	TAMP Update	OCT., 2017

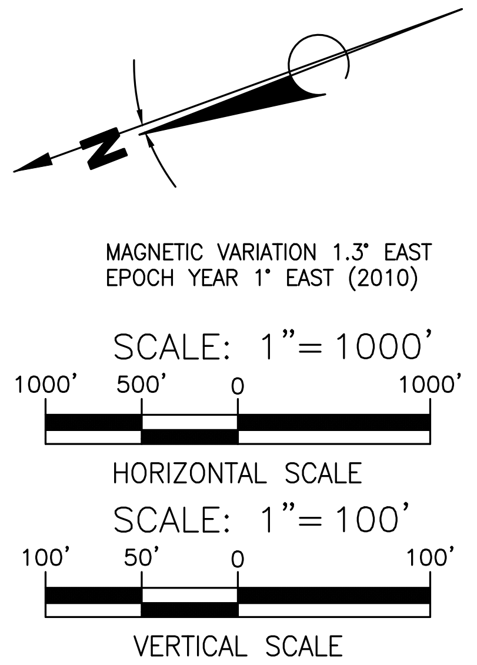
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

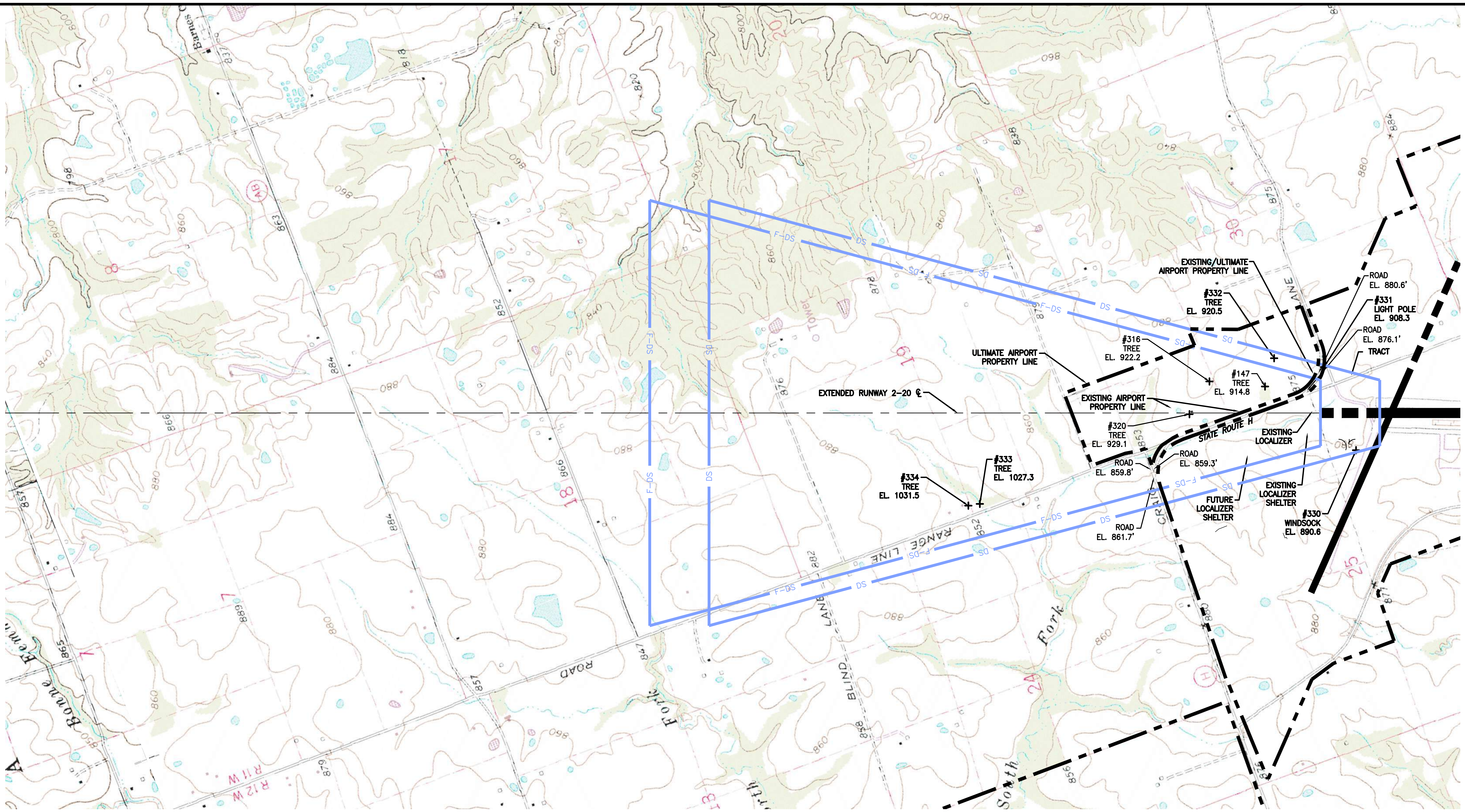
AEP PROJECT NUMBER
213-9588-000

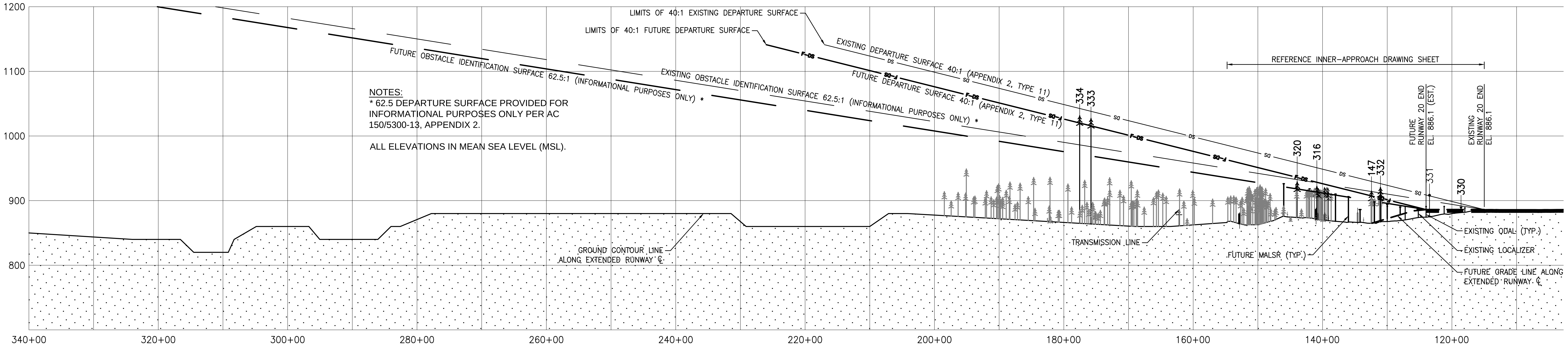
SHEET TITLE

EXISTING/ULTIMATE RUNWAY 20 INNER APPROACH DRAWING

SHEET NUMBER
10 OF 20






1200
1100
1000
900
800
LIMITS OF 40:1 EXISTING DEPARTURE SURFACE
LIMITS OF 40:1 FUTURE DEPARTURE SURFACE
FUTURE OBSTACLE IDENTIFICATION SURFACE 62.5:1 (INFORMATIONAL PURPOSES ONLY) *
EXISTING OBSTACLE IDENTIFICATION SURFACE 62.5:1 (INFORMATIONAL PURPOSES ONLY) *
EXISTING DEPARTURE SURFACE 40:1 (APPENDIX 2, TYPE 11)
FUTURE DEPARTURE SURFACE 40:1 (APPENDIX 2, TYPE 11)
REFERENCE INNER-APPROACH DRAWING SHEET
334
333
320
316
147
332
331
330
FUTURE RUNWAY 20 END EL. 886.1 (EST.)
EXISTING RUNWAY 20 END EL. 886.1
GROUND CONTOUR LINE ALONG EXTENDED RUNWAY ℄
TRANSMISSION LINE
FUTURE MALSR (TYP.)
EXISTING ODAL (TYP.)
EXISTING LOCALIZER
FUTURE GRADE LINE ALONG EXTENDED RUNWAY ℄
F-DS
DS
340+00
320+00
300+00
280+00
260+00
240+00
220+00
200+00
180+00
160+00
140+00
120+00

NOTES:
* 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.

ALL ELEVATIONS IN MEAN SEA LEVEL (MSL).

SOURCE: OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: TOWER OBJECT LOCATION(S) & TOP ELEVATION FROM FAA TOWER DATABASE (REFLECTS CHANGES FROM AUG, 25, 2008 TO OCT. 19, 2008).
SOURCE: USGS QUADRANGLE BASE MAPPING OBTAINED FROM MAPMART SEPTEMBER, 2008. (DATE OF MAP, PHOTOREVISED 1981).
SOURCE: GROUND CONTOUR ELEVATION DATA OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009 (APPROXIMATELY 5,000' BEYOND RWY END). GROUND CONTOUR ELEVATION DIGITIZED FROM USGS QUADRANGLE MAP, PHOTOREVISED 1981 (APPROXIMATELY 5,000' TO 20,000' BEYOND RWY END). ACTUAL GROUND ELEVATION AT OBJECT MAY VARY FROM GROUND ELEVATION DEPICTED ALONG THE RUNWAY CENTERLINE (AS SHOWN).

NOTE 1: DEPARTURE SURFACE OBSTRUCTION TABLE LISTS OBJECTS WITHIN APPROXIMATELY 10' OF THE DEPARTURE SURFACES PROFILE. TABLE MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS. THEREFORE, SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED.
NOTE 2: 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL).

OBSTRUCTION TABLE - DEPARTURE SURFACE DRAWING (RUNWAY 20 END)

OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING DEPARTURE SURFACE ELEVATION (FT. MSL)	EXISTING PENETRATION (+) OR CLEARANCE (-)	FUTURE DEPARTURE SURFACE ELEVATION (FT. MSL)	FUTURE PENETRATION (+) OR CLEARANCE (-)
146	TREETOP/WOODED AREA	914	926	-12	904	11
147	TREETOP/WOODED AREA	915	930	-15	907	8
316	TREETOP/WOODED AREA	922	951	-29	928	-6
320	TREETOP/WOODED AREA	929	959	-29	936	-7
330	WINDSOCK	891	895	-5	886	5
331	LIGHT POLE	908	907	1	886	22
332	TREETOP/WOODED AREA	921	926	-6	904	17
333	TREETOP/WOODED AREA	1,027	1,038	-11	1,016	12
334	TREETOP/WOODED AREA	1,032	1,043	-11	1,020	11

DESCRIPTION	EXISTING	FUTURE
AIRPORT PROPERTY LINE	▬ ▬ ▬ ▬	▬ ╎ ▬ ╎ ▬
40:1 DEPARTURE SURFACE	— DS —	— F-DS —

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	TAMP Update	OCT., 2017

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: JKN
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

EXISTING/ULTIMATE RUNWAY 20 DEPARTURE DRAWING

SHEET NUMBER
11 OF 20

MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

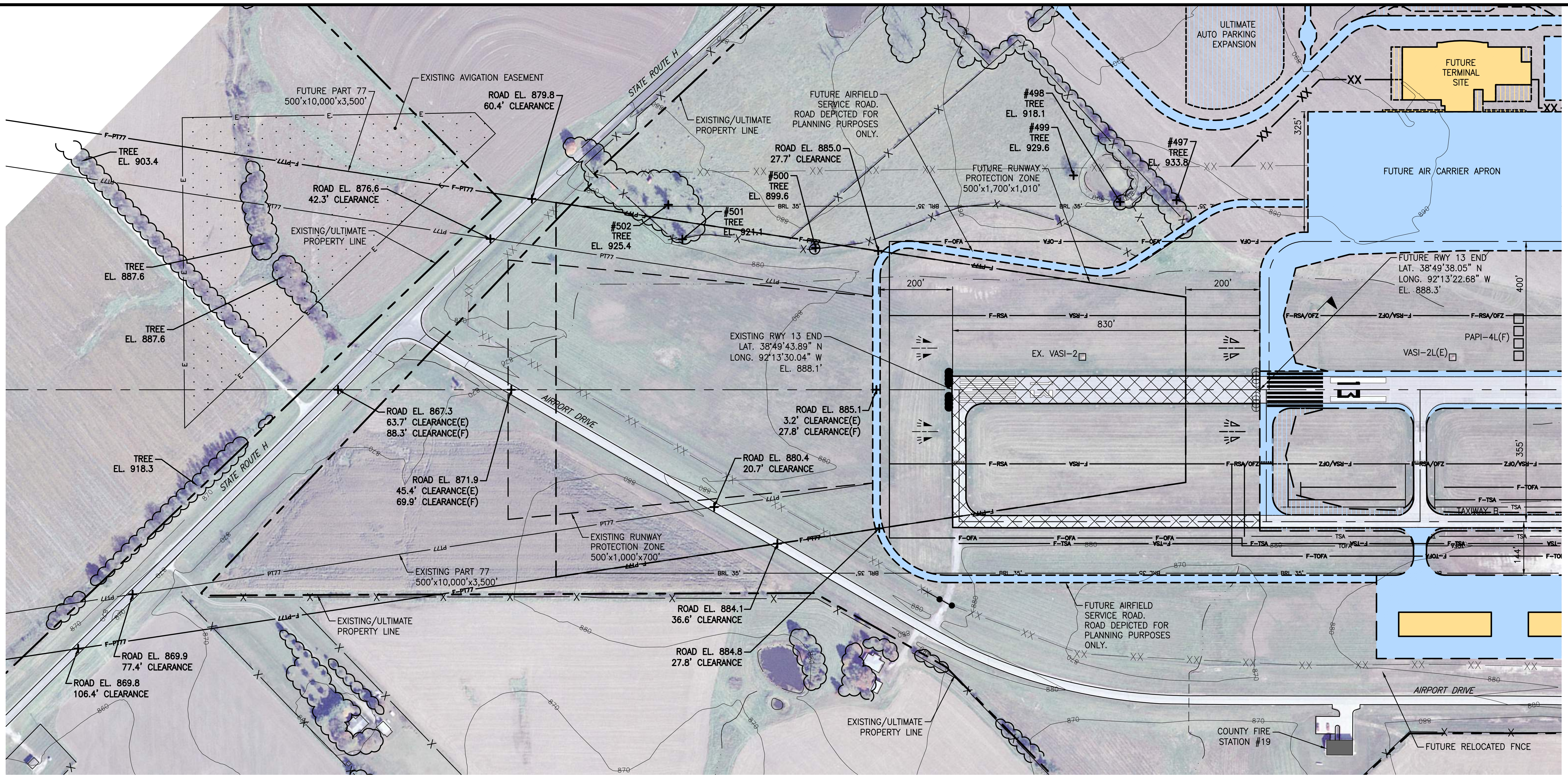
SCALE: 1"= 200'
200' 100' 0 200'
HORIZONTAL SCALE

SCALE: 1"= 20'
20' 10' 0 20'
VERTICAL SCALE

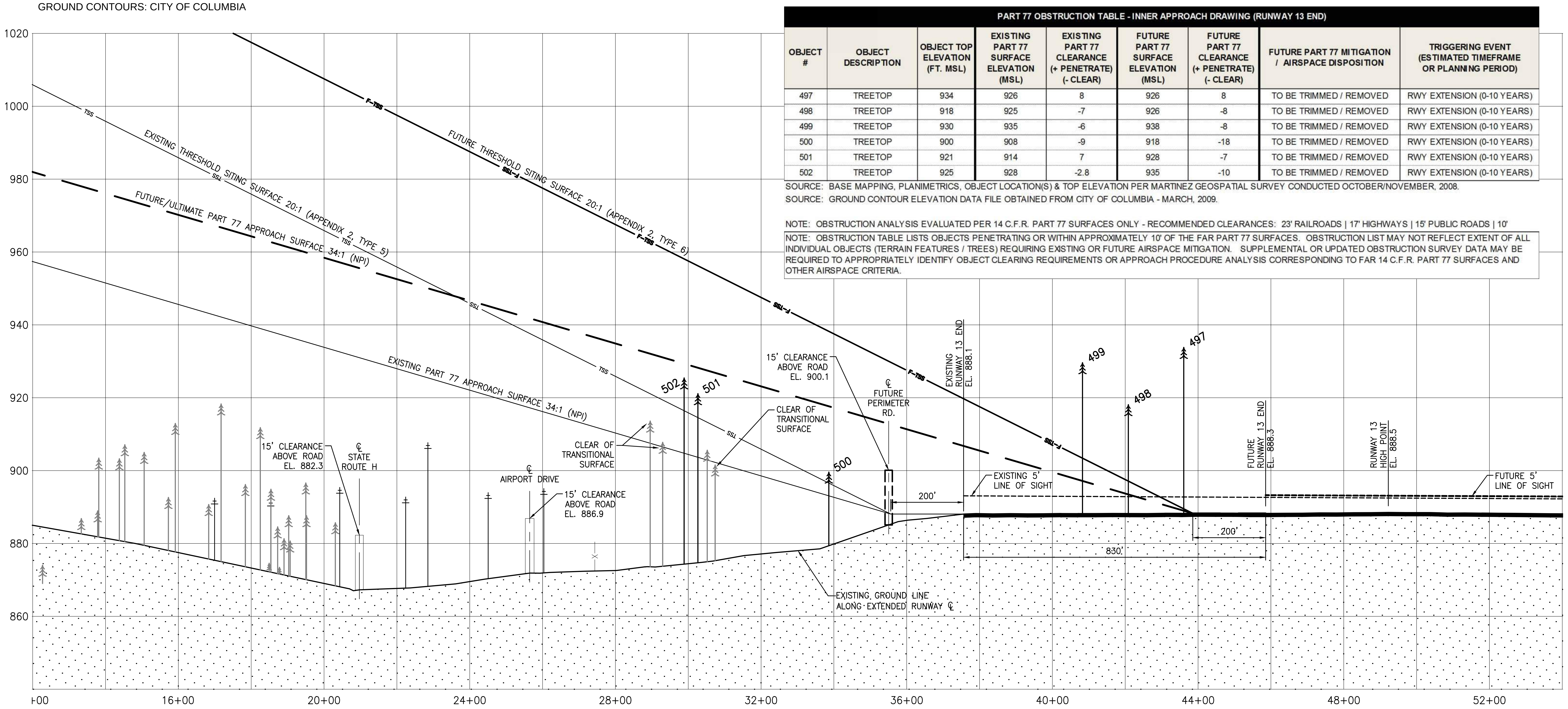
DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	— – – —	— · · — · · —
RUNWAY SAFETY AREA	— RSA —	—F–RSA—
RUNWAY OBJECT FREE AREA	— OFA —	—F–OFA—
RUNWAY OBSTACLE FREE ZONE	— OFZ —	—F–OFZ—
RUNWAY PROTECTION ZONE	– — — — –	– — — — –
RUNWAY VISIBILITY ZONE	— RVZ —	—F–RVZ—
TAXIWAY SAFETY AREA	— TSA —	—F–TSA—
TAXIWAY OBJECT FREE AREA	— TOFA —	—F–TOFA—
BUILDING RESTRICTION LINE	— BRL —	—F–BRL—
PRIMARY SURFACE	— PT77 —	—F–PT77—
PAVEMENT	———	🟦
AIRPORT BUILDINGS	■	🟨
NON-AIRPORT BUILDINGS	☐	
RUNWAY LIGHT	●	⊖
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	⬢	
REIL (RUNWAY END IDENTIFIER LIGHT)	◀ ◀	◁ ◁
VASI (VISUAL APPROACH SLOPE INDICATOR)	☐	
PAPI (PRECISION APPROACH PATH INDICATOR)		☐☐☐☐
ARP (AIRPORT REFERENCE POINT)	⊗	⊗
BEACON	★	
WINDCONE	⚑	
LIGHTED WINDCONE	⚐	
TREES	✿	
FENCE	—X—	
POWER POLE	—●—	
PAVEMENT REMOVAL		▨
SECURITY FENCE	— XX — XX —	—XX—XX—

DESCRIPTION	ULTIMATE
PAVEMENT	▥
AIRPORT BUILDINGS	▥

NOTES:
EXISTING/FUTURE NO RSA OBJECT PENERATIONS
EXISTING/FUTURE NO OFZ OBJECT PENERATIONS
EXISTING/FUTURE NO TSS OBJECT PENERATIONS



AERIAL PHOTO: MARTINEZ GEOSPATIAL, 2008
GROUND CONTOURS: CITY OF COLUMBIA



PART 77 OBSTRUCTION TABLE - INNER APPROACH DRAWING (RUNWAY 13 END)

OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING PART 77 SURFACE ELEVATION (MSL)	EXISTING PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 SURFACE ELEVATION (MSL)	FUTURE PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 MITIGATION / AIRSPACE DISPOSITION	TRIGGERING EVENT (ESTIMATED TIMEFRAME OR PLANNING PERIOD)
497	TREETOP	934	926	8	926	8	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
498	TREETOP	918	925	-7	926	-8	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
499	TREETOP	930	935	-6	938	-8	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
500	TREETOP	900	908	-9	918	-18	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
501	TREETOP	921	914	7	928	-7	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
502	TREETOP	925	928	-2.8	935	-10	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)

SOURCE: BASE MAPPING, PLANIMETRICS, OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: GROUND CONTOUR ELEVATION DATA FILE OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009.

NOTE: OBSTRUCTION ANALYSIS EVALUATED PER 14 C.F.R. PART 77 SURFACES ONLY - RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10'

NOTE: OBSTRUCTION TABLE LISTS OBJECTS PENETRATING OR WITHIN APPROXIMATELY 10' OF THE FAR PART 77 SURFACES. OBSTRUCTION LIST MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS (TERRAIN FEATURES / TREES) REQUIRING EXISTING OR FUTURE AIRSPACE MITIGATION. SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED TO APPROPRIATELY IDENTIFY OBJECT CLEARING REQUIREMENTS OR APPROACH PROCEDURE ANALYSIS CORRESPONDING TO FAR 14 C.F.R. PART 77 SURFACES AND OTHER AIRSPACE CRITERIA.

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C–II	AUG., 2011
2	TAMP Update	OCT., 2017

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

EXISTING/FUTURE RUNWAY 13 INNER APPROACH DRAWING

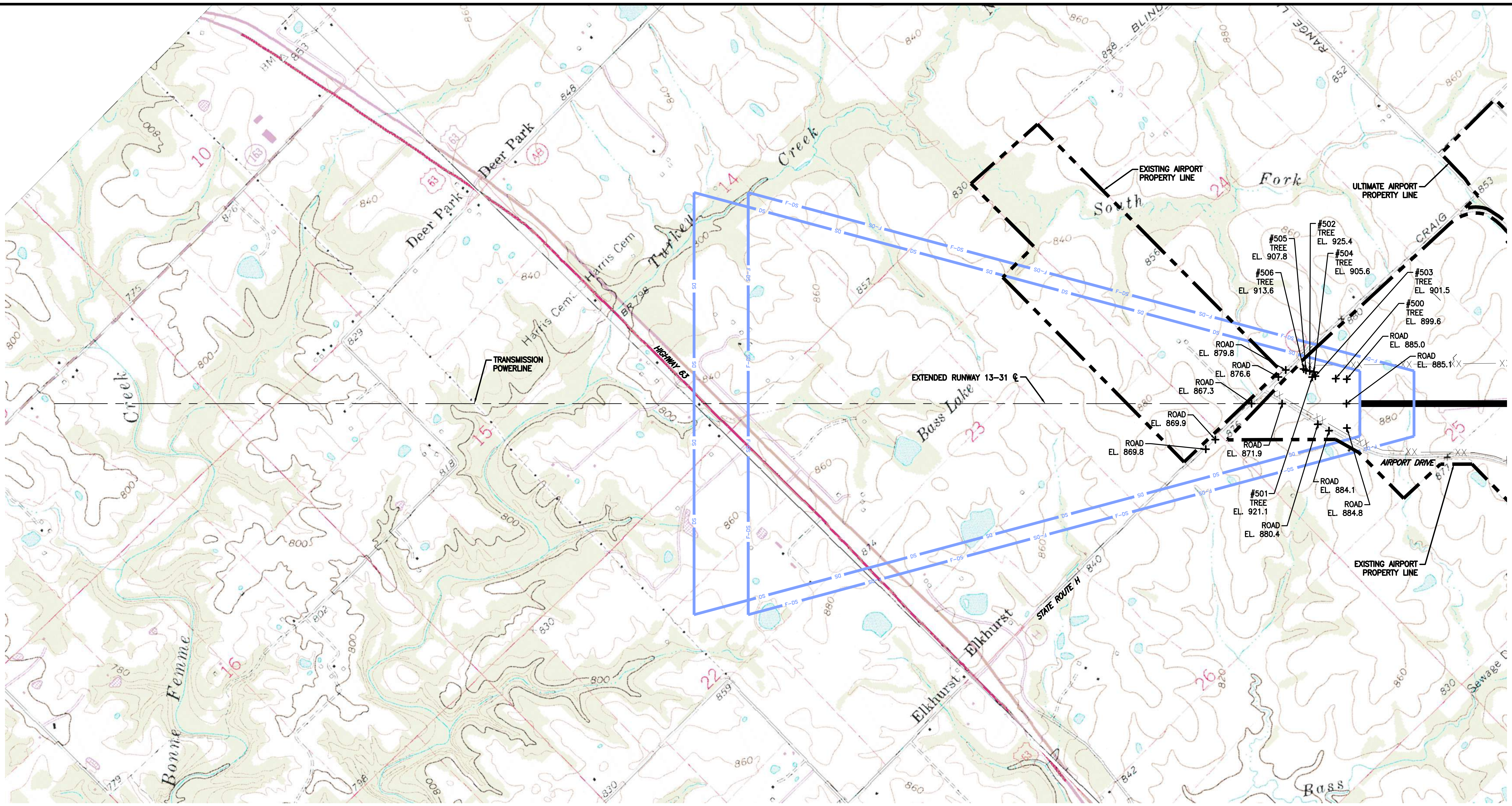
SHEET NUMBER

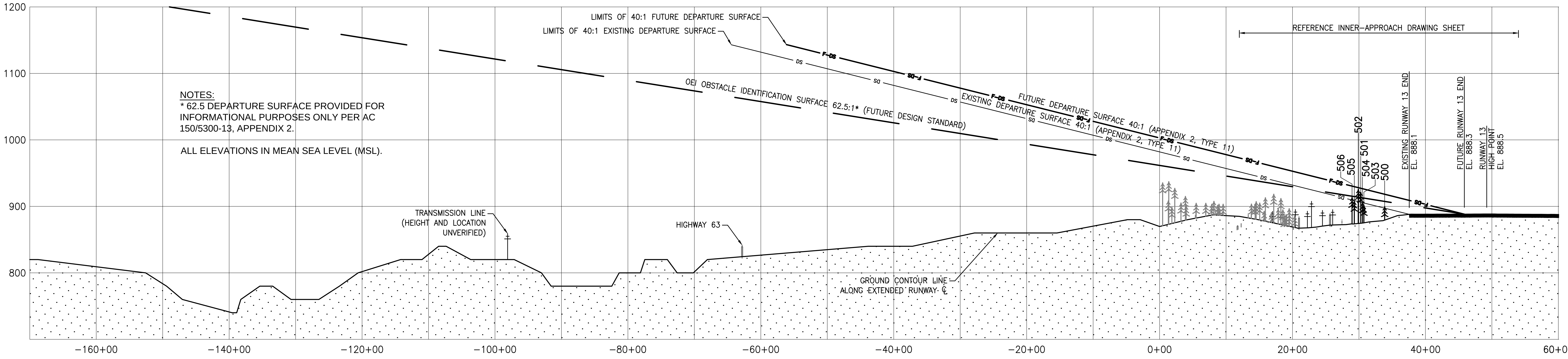
12 OF 20

MAGNETIC VARIATION 1.3' EAST
EPOCH YEAR 1' EAST (2010)

SCALE: 1"= 1000'
1000' 500' 0 1000'
HORIZONTAL SCALE

SCALE: 1"= 100'
100' 50' 0 100'
VERTICAL SCALE





NOTES:
* 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.

ALL ELEVATIONS IN MEAN SEA LEVEL (MSL).

SOURCE: OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: TOWER OBJECT LOCATION(S) & TOP ELEVATION FROM FAA TOWER DATABASE (REFLECTS CHANGES FROM AUG, 25, 2008 TO OCT. 19, 2008).
SOURCE: USGS QUADRANGLE BASE MAPPING OBTAINED FROM MAPMART SEPTEMBER, 2008. (DATE OF MAP, PHOTOREVISED 1981).
SOURCE: GROUND CONTOUR ELEVATION DATA OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009 (APPROXIMATELY 5,000' BEYOND RWY END). GROUND CONTOUR ELEVATION DIGITIZED FROM USGS QUADRANGLE MAP, PHOTOREVISED 1981 (APPROXIMATELY 5,000' TO 20,000' BEYOND RWY END). ACTUAL GROUND ELEVATION AT OBJECT MAY VARY FROM GROUND ELEVATION DEPICTED ALONG THE RUNWAY CENTERLINE (AS SHOWN).

NOTE 1: DEPARTURE SURFACE OBSTRUCTION TABLE LISTS OBJECTS WITHIN APPROXIMATELY 10' OF THE DEPARTURE SURFACES PROFILE. TABLE MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS. THEREFORE, SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED.
NOTE 2: 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL).

OBSTRUCTION TABLE - DEPARTURE SURFACE DRAWING (RUNWAY 13 END)

OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING DEPARTURE SURFACE ELEVATION (MSL)	EXISTING PENETRATION (+) OR CLEARANCE (-)	FUTURE DEPARTURE SURFACE ELEVATION (MSL)	FUTURE PENETRATION (+) OR CLEARANCE (-)
500	TREETOP/WOODED AREA	900	897	2	929	-29
501	TREETOP/WOODED AREA	921	906	15	938	-17
502	TREETOP/WOODED AREA	925	907	18	939	-13
503	TREETOP/WOODED AREA	902	905	-4	937	-35
504	TREETOP/WOODED AREA	906	906	0	937	-32
505	TREETOP/WOODED AREA	908	909	-1	940	-32
506	TREETOP/WOODED AREA	914	910	4	941	-28

DESCRIPTION	EXISTING	FUTURE
AIRPORT PROPERTY LINE	— — —	— - —
40:1 DEPARTURE SURFACE	DS	F-DS

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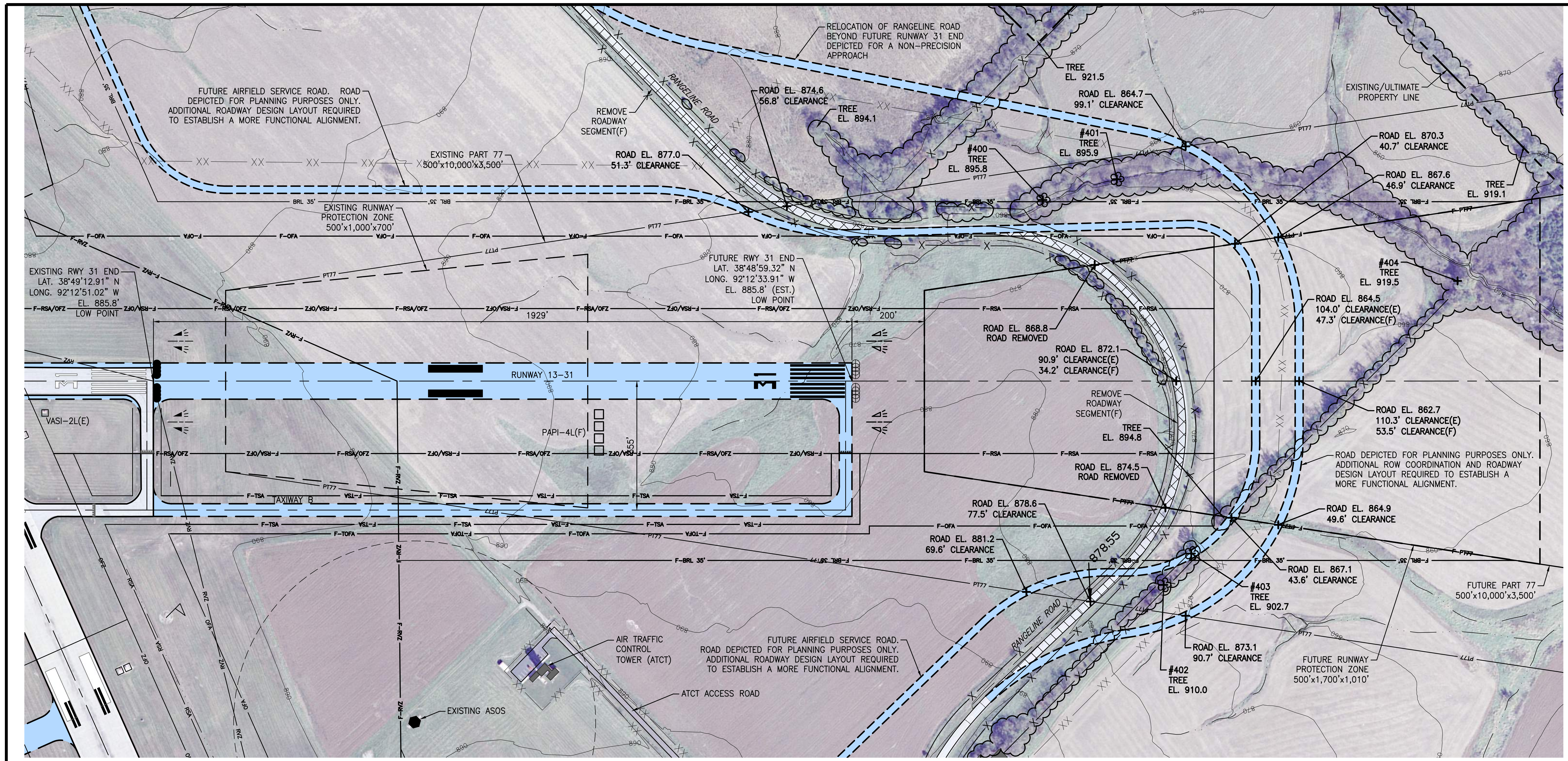
AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

EXISTING/FUTURE RUNWAY 13 DEPARTURE DRAWING

SHEET NUMBER

13 OF 20


FUTURE AIRFIELD SERVICE ROAD. ROAD DEPICTED FOR PLANNING PURPOSES ONLY. ADDITIONAL ROADWAY DESIGN LAYOUT REQUIRED TO ESTABLISH A MORE FUNCTIONAL ALIGNMENT.
REMOVE ROADWAY SEGMENT(F)
RANGELINE ROAD
ROAD EL. 874.6 56.8' CLEARANCE
RELOCATION OF RANGELINE ROAD BEYOND FUTURE RUNWAY 31 END DEPICTED FOR A NON-PRECISION APPROACH
TREE EL. 921.5
TREE EL. 894.1
ROAD EL. 864.7 99.1' CLEARANCE
EXISTING/ULTIMATE PROPERTY LINE
EXISTING PART 77 500'x10,000'x3,500'
ROAD EL. 877.0 51.3' CLEARANCE
#401 TREE EL. 895.9
#400 TREE EL. 895.8
ROAD EL. 870.3 40.7' CLEARANCE
ROAD EL. 867.6 46.9' CLEARANCE
TREE EL. 919.1
BRL 35'
F-BRL 35'
EXISTING RUNWAY PROTECTION ZONE 500'x1,000'x700'
F-OFA
PT77
F-PT77
F-RVZ
RVZ
EXISTING RWY 31 END LAT. 38°49'12.91" N LONG. 92°12'51.02" W EL. 885.8' LOW POINT
FUTURE RWY 31 END LAT. 38°48'59.32" N LONG. 92°12'33.91" W EL. 885.8' (EST.) LOW POINT
#404 TREE EL. 919.5
ROAD EL. 864.5 104.0' CLEARANCE(E) 47.3' CLEARANCE(F)
F-RSA/OFZ
F-RSA
1929'
200'
ROAD EL. 868.8 ROAD REMOVED
ROAD EL. 872.1 90.9' CLEARANCE(E) 34.2' CLEARANCE(F)
RUNWAY 13-31
31
REMOVE ROADWAY SEGMENT(F)
TREE EL. 894.8
ROAD EL. 862.7 110.3' CLEARANCE(E) 53.5' CLEARANCE(F)
VASI-2L(E)
PAPI-4L(F)
555'
ROAD EL. 874.5 ROAD REMOVED
ROAD DEPICTED FOR PLANNING PURPOSES ONLY. ADDITIONAL ROW COORDINATION AND ROADWAY DESIGN LAYOUT REQUIRED TO ESTABLISH A MORE FUNCTIONAL ALIGNMENT.
F-TSA
TAXIWAY B
F-TOFA
ROAD EL. 878.6 77.5' CLEARANCE
ROAD EL. 864.9 49.6' CLEARANCE
ROAD EL. 881.2 69.6' CLEARANCE
878.55
ROAD EL. 867.1 43.6' CLEARANCE
#403 TREE EL. 902.7
FUTURE PART 77 500'x10,000'x3,500'
OFZ
RSA
OFA
AIR TRAFFIC CONTROL TOWER (ATCT)
FUTURE AIRFIELD SERVICE ROAD. ROAD DEPICTED FOR PLANNING PURPOSES ONLY. ADDITIONAL ROADWAY DESIGN LAYOUT REQUIRED TO ESTABLISH A MORE FUNCTIONAL ALIGNMENT.
ROAD EL. 873.1 90.7' CLEARANCE
FUTURE RUNWAY PROTECTION ZONE 500'x1,700'x1,010'
#402 TREE EL. 910.0
ATCT ACCESS ROAD
EXISTING ASOS
870
880
890
860
850

AERIAL PHOTO: MARTINEZ GEOSPATIAL, 2008
GROUND CONTOURS: CITY OF COLUMBIA

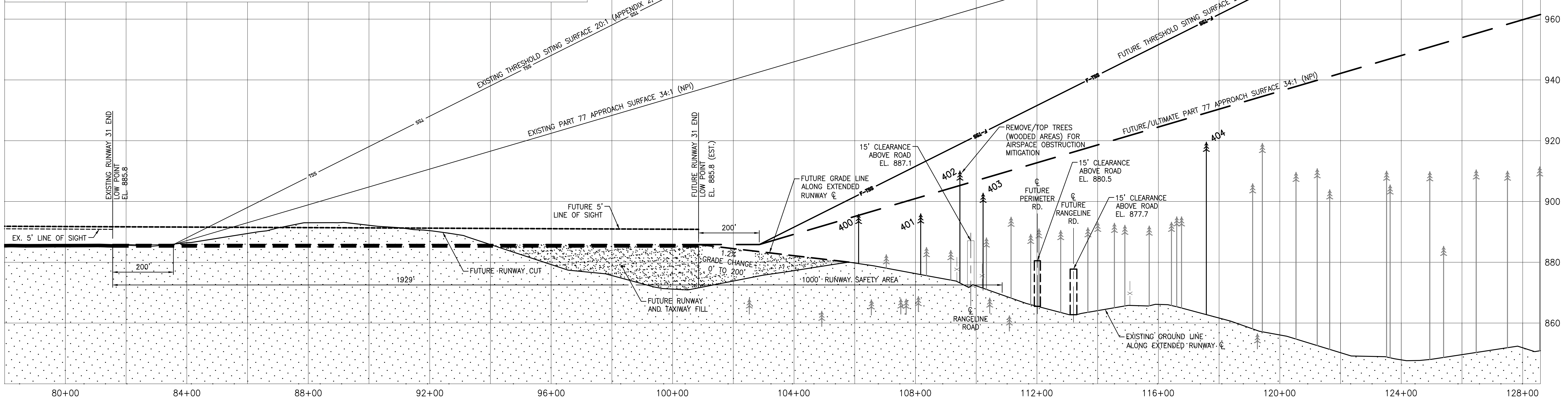
PART 77 OBSTRUCTION TABLE - INNER APPROACH DRAWING (RUNWAY 31 END)

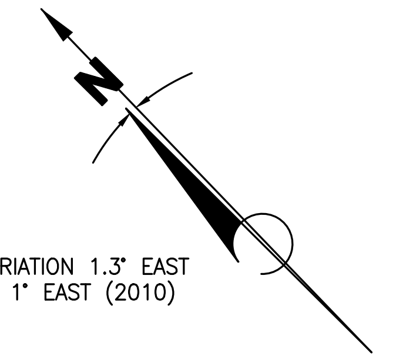
OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING PART 77 SURFACE ELEVATION (MSL)	EXISTING PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 SURFACE ELEVATION (MSL)	FUTURE PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	FUTURE PART 77 MITIGATION / AIRSPACE DISPOSITION	TRIGGERING EVENT (ESTIMATED TIMEFRAME OR PLANNING PERIOD)
400	TREETOP	896	952	-56.4	896	0.3	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
401	TREETOP	896	958	-62.3	902	-5.6	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
402	TREETOP	910	962	-52	905	4.7	TRIM / REMOVE	MASTER PLAN PHASE 1 (0-5 YEARS)
403	TREETOP	903	964	-61.6	908	-4.8	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)
404	TREETOP	920	986	-66.4	929	-9.6	TO BE TRIMMED / REMOVED	RWY EXTENSION (0-10 YEARS)

SOURCE: BASE MAPPING, PLANIMETRICS, OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: GROUND CONTOUR ELEVATION DATA FILE OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009.

NOTE: OBSTRUCTION ANALYSIS EVALUATED PER 14 C.F.R. FAR PART 77 SURFACES ONLY - RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE

NOTE: OBSTRUCTION TABLE LISTS OBJECTS PENETRATING OR WITHIN APPROXIMATELY 10' OF THE FAR PART 77 SURFACES. OBSTRUCTION LIST MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS (TERRAIN FEATURES / TREES) REQUIRING EXISTING OR FUTURE AIRSPACE MITIGATION. SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED TO APPROPRIATELY IDENTIFY OBJECT CLEARING REQUIREMENTS OR APPROACH PROCEDURE ANALYSIS CORRESPONDING TO FAR 14 C.F.R. PART 77 SURFACES AND OTHER AIRSPACE CRITERIA.


1020
1000
980
960
940
920
900
880
860
EXISTING THRESHOLD SITING SURFACE 20:1 (APPENDIX 2, TYPE 5)
TSS
SSL
EXISTING PART 77 APPROACH SURFACE 34:1 (NPI)
FUTURE THRESHOLD SITING SURFACE 20:1 (APPENDIX 2, TYPE 6)
F-TSS
FUTURE/ULTIMATE PART 77 APPROACH SURFACE 34:1 (NPI)
EXISTING RUNWAY 31 END LOW POINT EL. 885.8
FUTURE RUNWAY 31 END LOW POINT EL. 885.8 (EST.)
EX. 5' LINE OF SIGHT
FUTURE 5' LINE OF SIGHT
200'
1929'
FUTURE RUNWAY CUT
FUTURE RUNWAY AND TAXIWAY FILL
1.2% GRADE CHANGE 0' TO 200'
FUTURE GRADE LINE ALONG EXTENDED RUNWAY ℄
1000' RUNWAY SAFETY AREA
15' CLEARANCE ABOVE ROAD EL. 887.1
REMOVE/TOP TREES (WOODED AREAS) FOR AIRSPACE OBSTRUCTION MITIGATION
400
401
402
403
404
℄ FUTURE PERIMETER RD.
15' CLEARANCE ABOVE ROAD EL. 880.5
℄ FUTURE RANGELINE RD.
15' CLEARANCE ABOVE ROAD EL. 877.7
℄ RANGELINE ROAD
EXISTING GROUND LINE ALONG EXTENDED RUNWAY ℄
80+00
84+00
88+00
92+00
96+00
100+00
104+00
108+00
112+00
116+00
120+00
124+00
128+00



MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"=200'
200' 100' 0 200'
HORIZONTAL SCALE

SCALE: 1"=20'
20' 10' 0 20'
VERTICAL SCALE

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	— — —	— · · — · · —
RUNWAY SAFETY AREA	RSA	F-RSA
RUNWAY OBJECT FREE AREA	OFA	F-OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	F-OFZ
RUNWAY PROTECTION ZONE	— — — —	— — — —
RUNWAY VISIBILITY ZONE	RVZ	F-RVZ
TAXIWAY SAFETY AREA	TSA	F-TSA
TAXIWAY OBJECT FREE AREA	TOFA	F-TOFA
BUILDING RESTRICTION LINE	BRL	F-BRL
PRIMARY SURFACE	PT77	F-PT77
PAVEMENT	—	🟦
AIRPORT BUILDINGS	■	🟨
NON-AIRPORT BUILDINGS	□	
RUNWAY LIGHT	●	⊖
ASOS (AUTOMATED SURFACE OBSERVING SYSTEM)	⬢	
REIL (RUNWAY END IDENTIFIER LIGHT)	◢	◢
VASI (VISUAL APPROACH SLOPE INDICATOR)	□	
PAPI (PRECISION APPROACH PATH INDICATOR)		□□□□
ARP (AIRPORT REFERENCE POINT)	⊗	⊗
BEACON	★	
WINDCONE	⚑	
LIGHTED WINDCONE	⚐	
TREES	✿	
FENCE	—X—	
POWER POLE	-●-	
PAVEMENT REMOVAL		▨
SECURITY FENCE	—XX— —XX—	—XX— —XX—

NOTES:
EXISTING/FUTURE NO RSA OBJECT PENERATIONS
EXISTING/FUTURE NO OFZ OBJECT PENERATIONS
EXISTING/FUTURE NO TSS OBJECT PENERATIONS

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AIRPORT LAYOUT PLAN

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C-II	AUG., 2011
2	TAMP Update	OCT., 2017

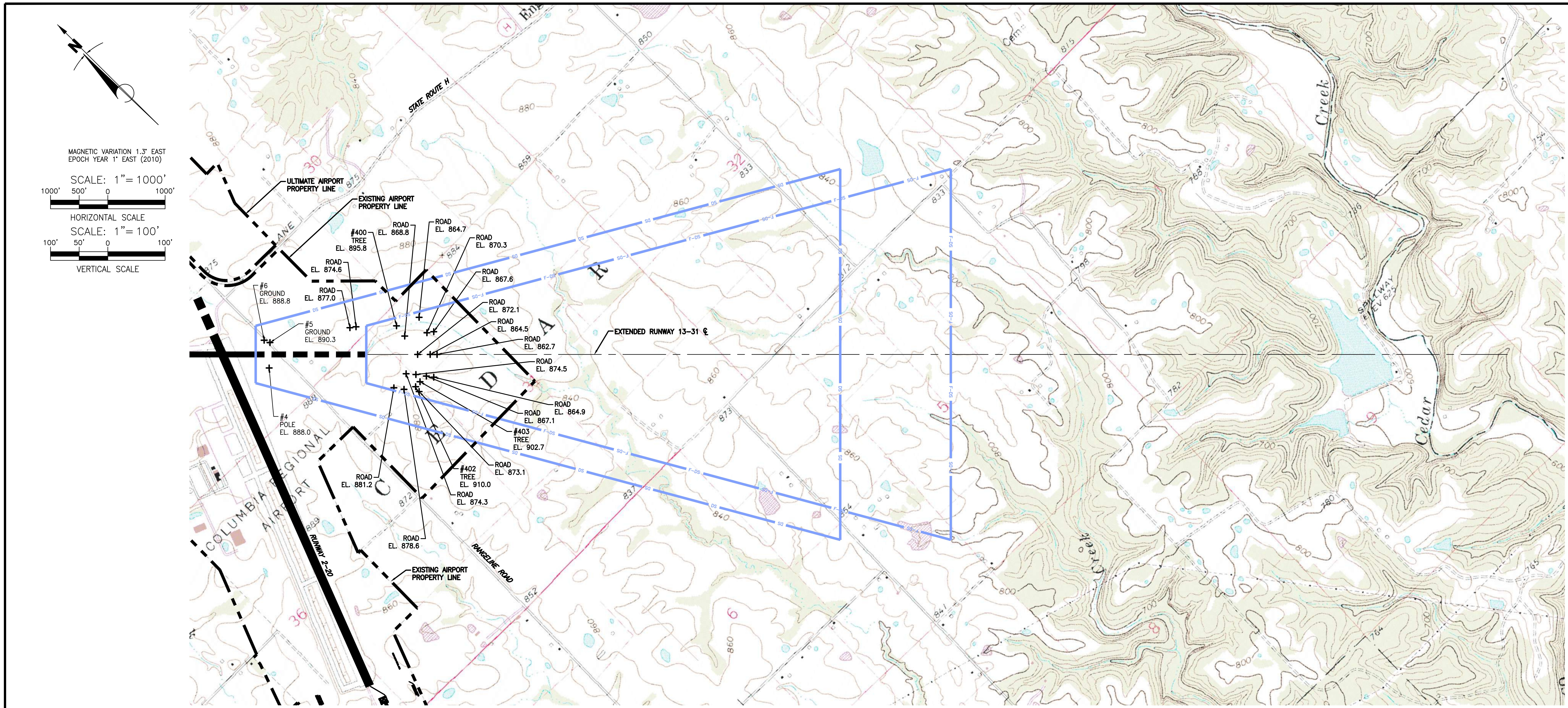
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

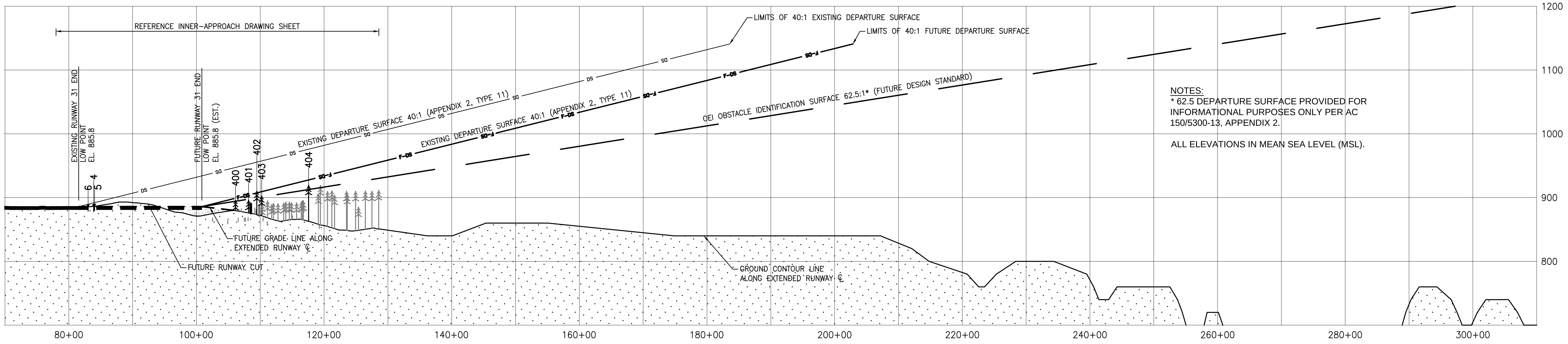
AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

EXISTING/FUTURE RUNWAY 31 INNER APPROACH DRAWING

SHEET NUMBER
14 OF 20




REFERENCE INNER-APPROACH DRAWING SHEET
LIMITS OF 40:1 EXISTING DEPARTURE SURFACE
LIMITS OF 40:1 FUTURE DEPARTURE SURFACE
EXISTING RUNWAY 31 END LOW POINT EL. 885.8
FUTURE RUNWAY 31 END LOW POINT EL. 885.8 (EST.)
EXISTING DEPARTURE SURFACE 40:1 (APPENDIX 2, TYPE 11)
EXISTING DEPARTURE SURFACE 40:1 (APPENDIX 2, TYPE 11)
OEI OBSTACLE IDENTIFICATION SURFACE 62.5:1* (FUTURE DESIGN STANDARD)
6
4
5
400
401
402
403
404
DS
F-DS
FUTURE GRADE LINE ALONG EXTENDED RUNWAY ℄
FUTURE RUNWAY CUT
GROUND CONTOUR LINE ALONG EXTENDED RUNWAY ℄
1200
1100
1000
900
800
80+00
100+00
120+00
140+00
160+00
180+00
200+00
220+00
240+00
260+00
280+00
300+00

NOTES:
* 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.

ALL ELEVATIONS IN MEAN SEA LEVEL (MSL).

SOURCE: OBJECT LOCATION(S) & TOP ELEVATION PER MARTINEZ GEOSPATIAL SURVEY CONDUCTED OCTOBER/NOVEMBER, 2008.
SOURCE: TOWER OBJECT LOCATION(S) & TOP ELEVATION FROM FAA TOWER DATABASE (REFLECTS CHANGES FROM AUG, 25, 2008 TO OCT. 19, 2008).
SOURCE: USGS QUADRANGLE BASE MAPPING OBTAINED FROM MAPMART SEPTEMBER, 2008. (DATE OF MAP, PHOTOREVISED 1981).
SOURCE: GROUND CONTOUR ELEVATION DATA OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009 (APPROXIMATELY 5,000' BEYOND RWY END). GROUND CONTOUR ELEVATION DIGITIZED FROM USGS QUADRANGLE MAP, PHOTOREVISED 1981 (APPROXIMATELY 5,000' TO 20,000' BEYOND RWY END). ACTUAL GROUND ELEVATION AT OBJECT MAY VARY FROM GROUND ELEVATION DEPICTED ALONG THE RUNWAY CENTERLINE (AS SHOWN).

NOTE 1: DEPARTURE SURFACE OBSTRUCTION TABLE LISTS OBJECTS WITHIN APPROXIMATELY 10' OF THE DEPARTURE SURFACES PROFILE. TABLE MAY NOT REFLECT EXTENT OF ALL INDIVIDUAL OBJECTS. THEREFORE, SUPPLEMENTAL OR UPDATED OBSTRUCTION SURVEY DATA MAY BE REQUIRED.
NOTE 2: 62.5 DEPARTURE SURFACE PROVIDED FOR INFORMATIONAL PURPOSES ONLY PER AC 150/5300-13, APPENDIX 2.ALL ELEVATIONS EXPRESSED IN MEAN SEA LEVEL (MSL).

OBSTRUCTION TABLE - DEPARTURE SURFACE DRAWING (RUNWAY 31 END)

OBJECT #	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	EXISTING DEPARTURE SURFACE ELEVATION (MSL)	EXISTING PENETRATION (+) OR CLEARANCE (-)	FUTURE DEPARTURE SURFACE ELEVATION (MSL)	FUTURE PENETRATION (+) OR CLEARANCE (-)
4	POLE	888	892	-4	–	--
5	GROUND	890	892	-2	–	--
6	GROUND	889	890	-1	–	--
400	TREETOP/WOODED AREA	896	947	-52	901	-5
402	TREETOP/WOODED AREA	910	956	-46	910	1
403	TREETOP/WOODED AREA	903	958	-55	911	-9

DESCRIPTION	EXISTING	FUTURE
AIRPORT PROPERTY LINE	▬ ▬ ▬ ▬	▬ ¦ ▬ ¦ ▬
40:1 DEPARTURE SURFACE	— DS —	— F–DS —

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C–II	AUG., 2011
2	TAMP Update	OCT., 2017

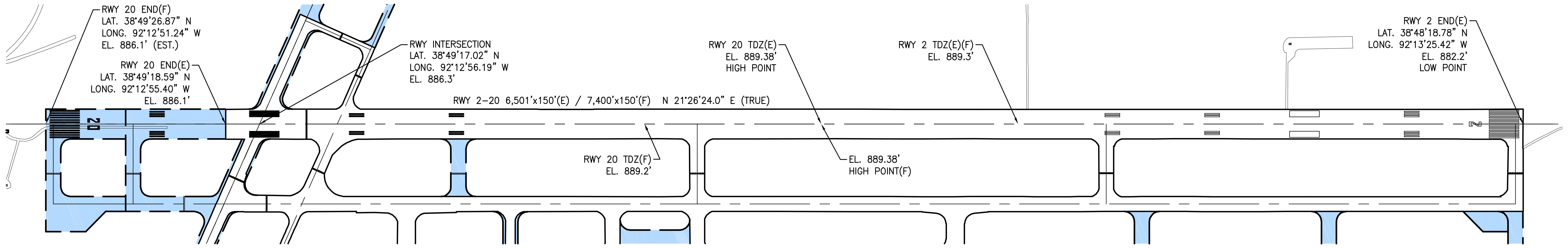
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

EXISTING/FUTURE RUNWAY 31 DEPARTURE DRAWING

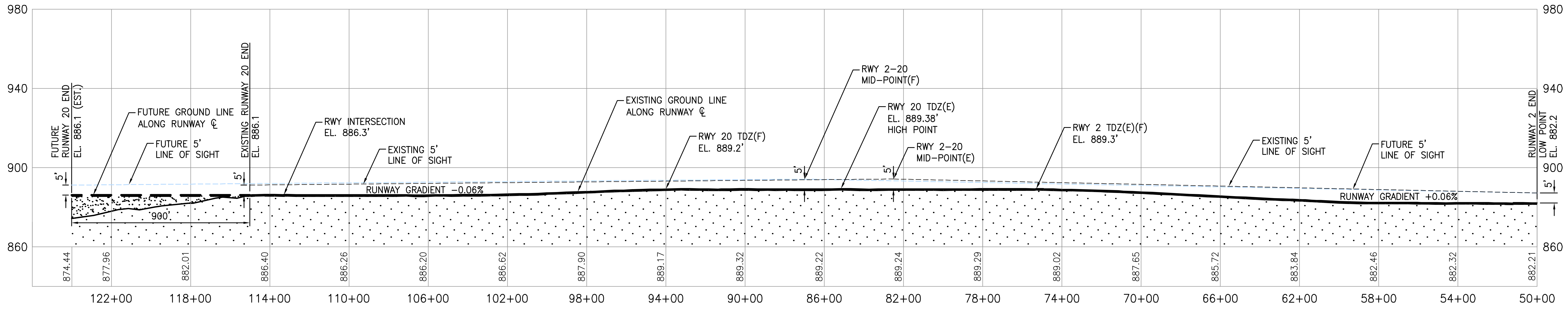
SHEET NUMBER
15 OF 20

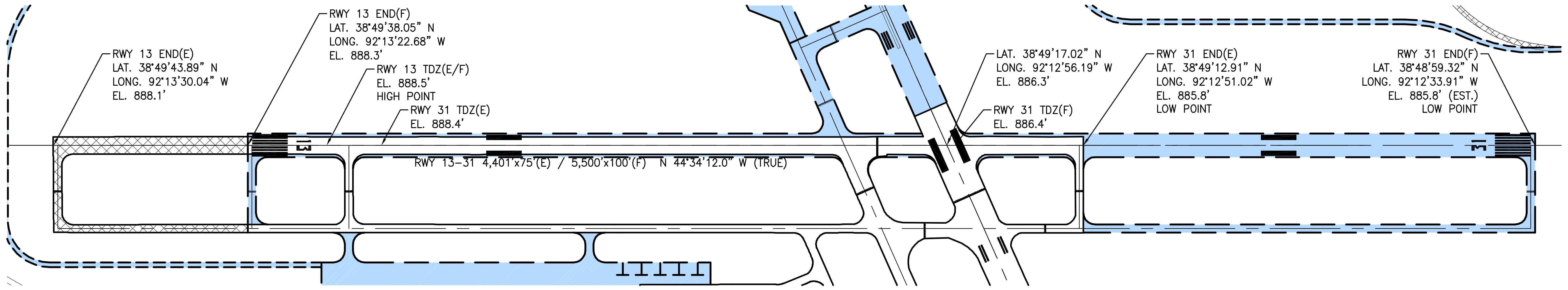


MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 400'
400' 200' 0 400'
HORIZONTAL SCALE

SCALE: 1"= 40'
40' 20' 0 40'
VERTICAL SCALE

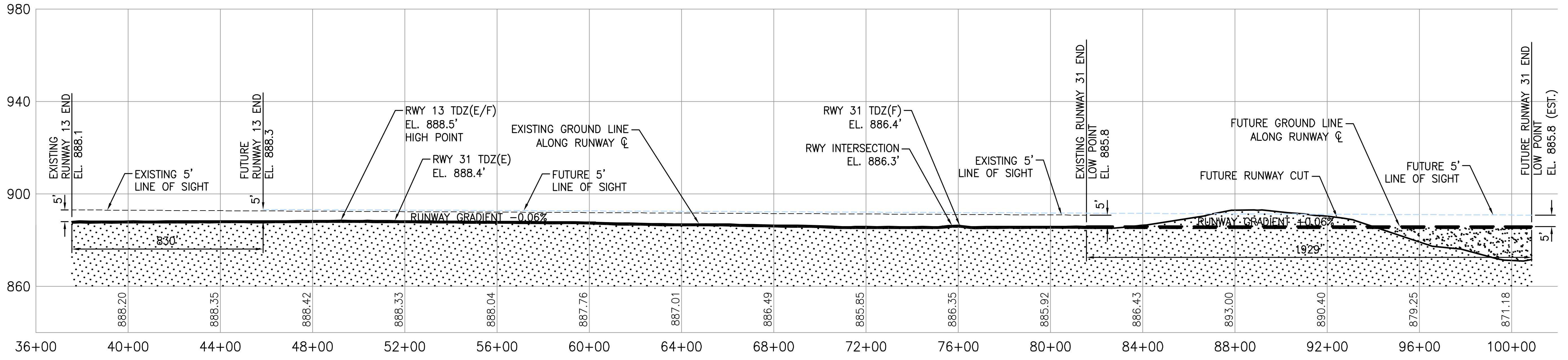




MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 400'
400' 200' 0 400'
HORIZONTAL SCALE

SCALE: 1"= 40'
40' 20' 0 40'
VERTICAL SCALE



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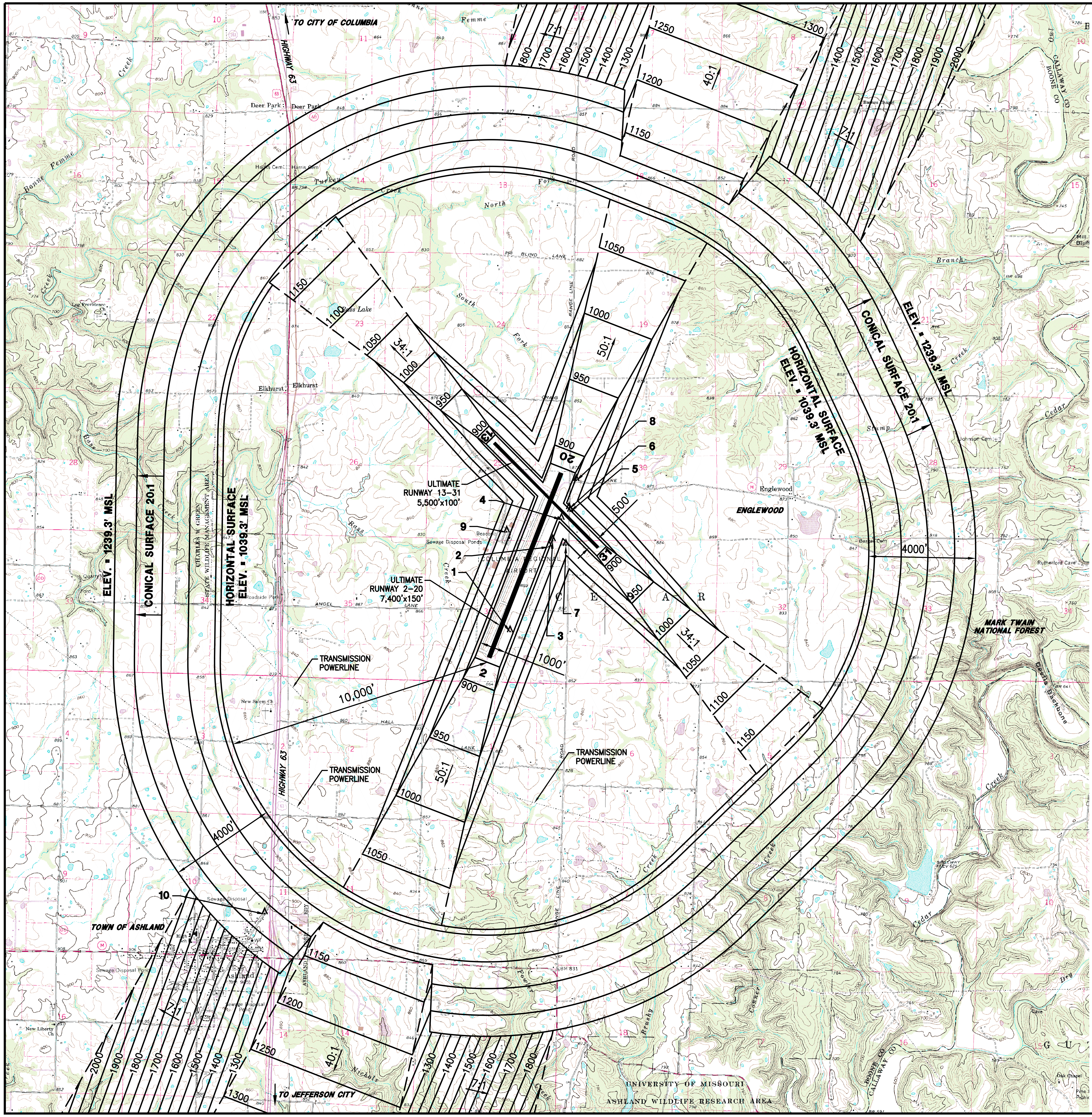
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

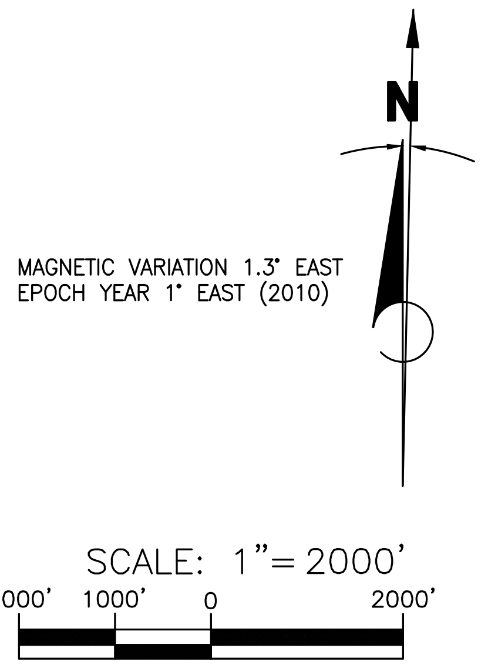
AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

RUNWAY 2-20 AND RUNWAY 13-31 CENTERLINE PROFILE

SHEET NUMBER
16 OF 20





NOTE:
SEE SHEET 13 FOR FAA PART 77 OBSTRUCTION TABLE.

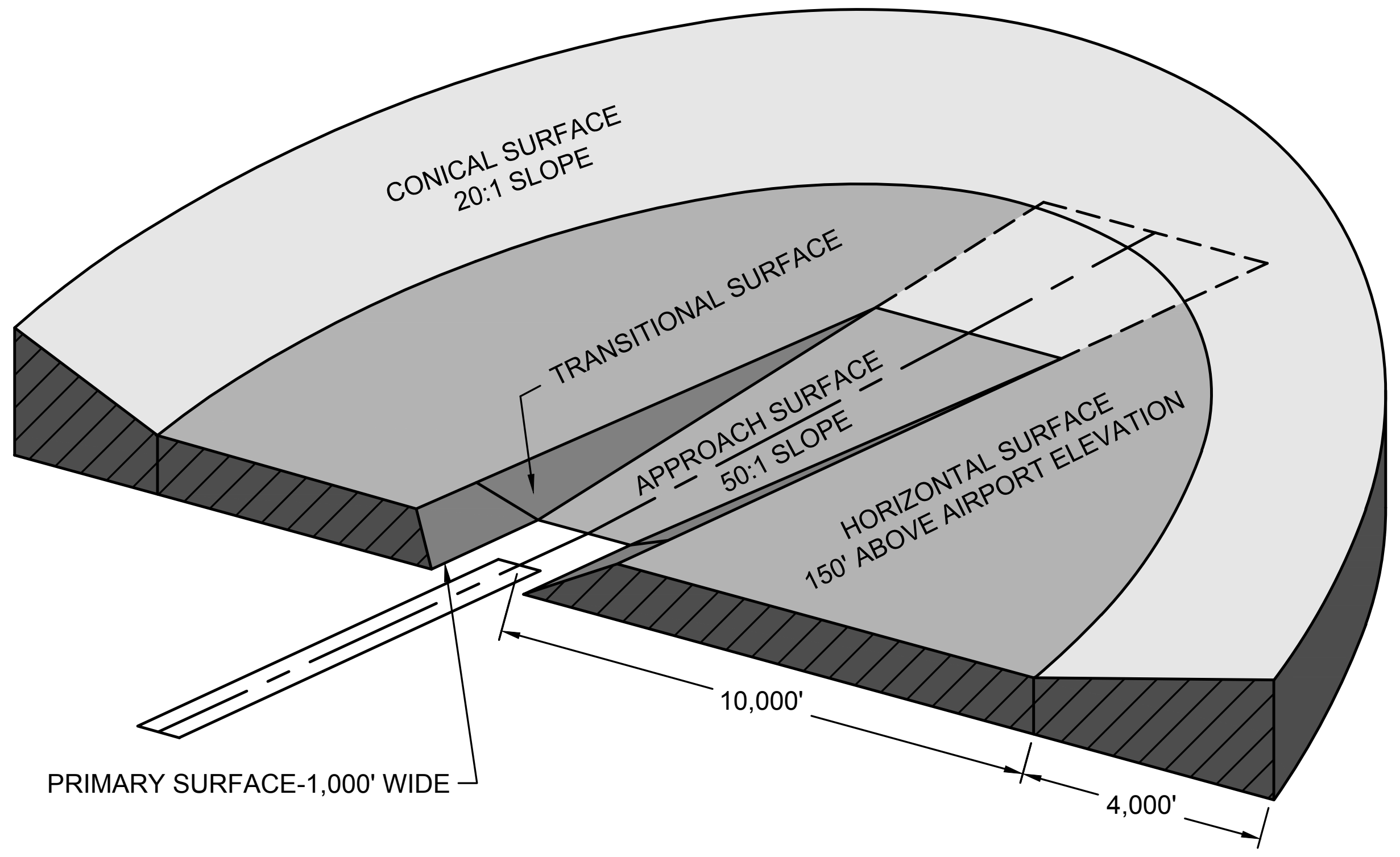
PART 77 AIRSPACE DATA TABLE

	RUNWAY 2	RUNWAY 20	RUNWAY 13	RUNWAY 31
PART 77 APPROACH SURFACE	1,000' x 50,000' x 16,000'	1,000' x 50,000' x 16,000'	500' x 10,000' x 3,500'	500' x 10,000' x 3,500'
PART 77 APPROACH SURFACE SLOPE	50:1/40:1	50:1/40:1	34:1	34:1
FUTURE RUNWAY END LATITUDE (NAD83)	38° 48' 18.780"	38° 49' 26.882"	38° 49' 38.050"	38° 48' 59.321"
FUTURE RUNWAY END LONGITUDE (NAVD88)	92° 13' 25.420"	92° 12' 51.280"	92° 13' 22.683"	92° 12' 33.908"
FUTURE RUNWAY END ELEVATION (MSL)	882.2' (S)	886.1'	888.3'	885.8'

(S) - SURVEYED

DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT RUNWAY
		A	B	A	B		
					C	D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW

NOT TO SCALE

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
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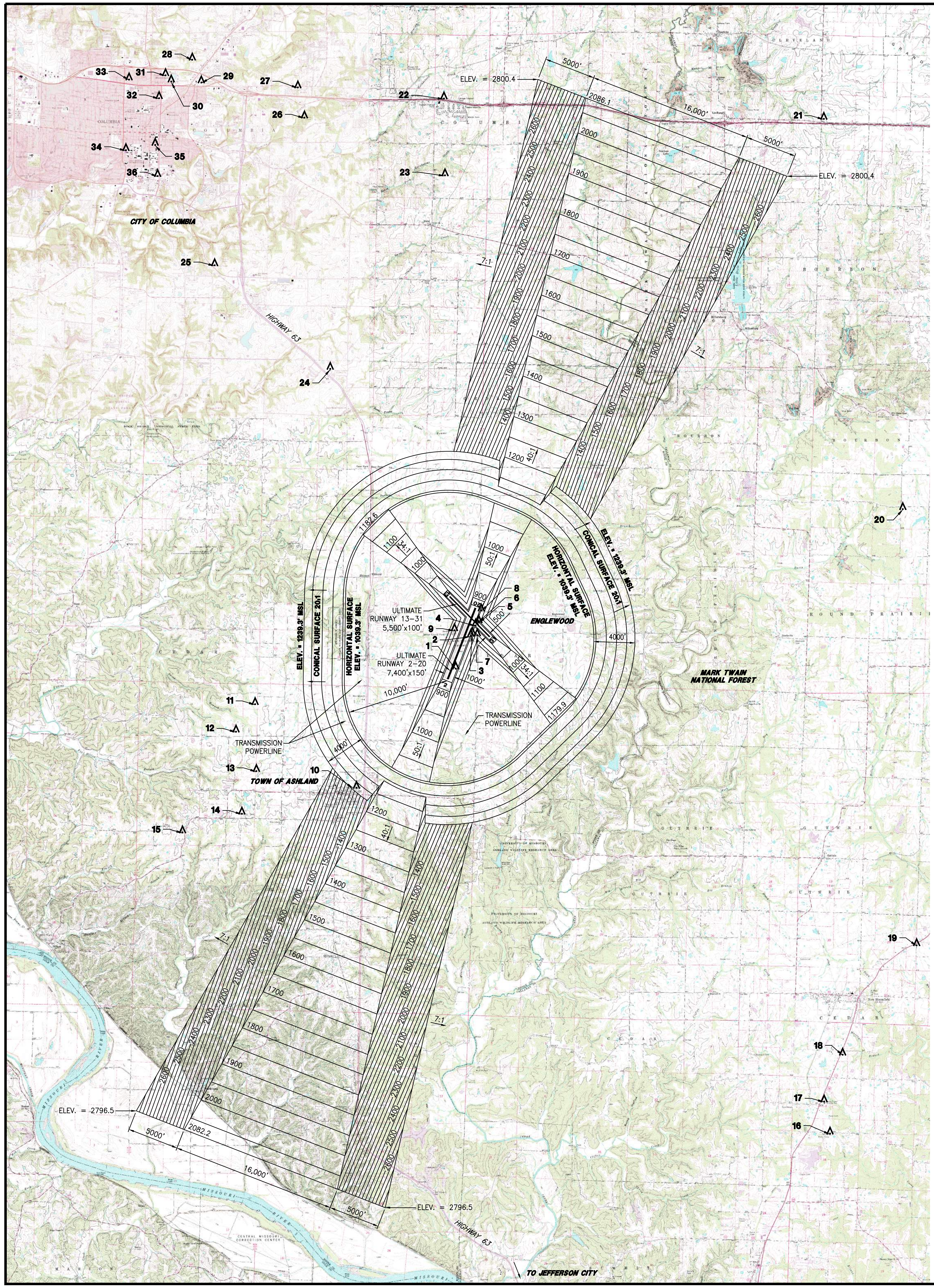
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

PART 77
AIRSPACE
SURFACES

SHEET NUMBER
17 OF 20



N

MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 6000'
6000' 3000' 0 6000'

NOTE: * OBJECT NUMBER PER COLUMBIA AIRPORT LAYOUT PLAN (AIRSPACE DRAWING DATED MAY, 2002).

NOTE: ** OBJECT NUMBER PER FAA TOWER DATABASE (REFLECTS CHANGES THROUGH OCTOBER, 2008).

NOTE: RECOMMENDED CLEARANCES: 23' RAILROADS | 17' HIGHWAYS | 15' PUBLIC ROADS | 10' PRIVATE ROADS.

NOTE: OBSTRUCTIONS IDENTIFIED FOR 14 C.F.R. SURFACES | SEE DEPARTURE SURFACE DRAWINGS FOR APPENDIX 2 DEPARTURE SURFACE PENETRATIONS.

NOTE: SEE INNER-APPROACH DRAWINGS FOR CLOSE-IN OBJECT REFERENCE IN PLAN AND PROFILE VIEW.

APPLICABLE ZONING HEIGHT ORDINANCES:
CITY OF COLUMBIA LAND USE ORDINANCE CHAPTER 29-21 DISTRICT A-1 AGRICULTURAL DISTRICT OF THE CITY ZONING ORDINANCE (LAST REVISED DEC. 1987).

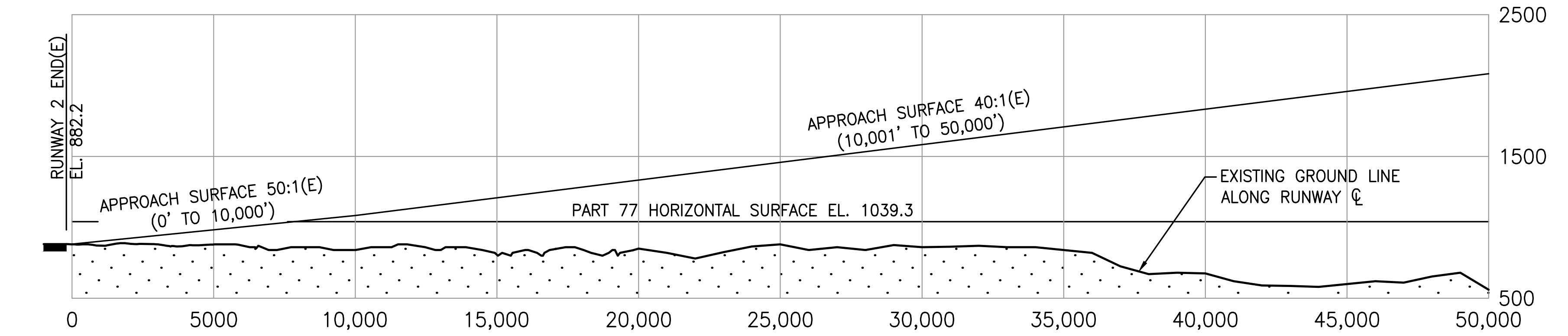
BOONE COUNTY ZONING REGULATIONS (ADOPTED MAY 1985, LAST REVISED NOV. 2004).

CITY OF ASHLAND - ZONING ORDINANCE OF THE CITY OF ASHLAND, MISSOURI (LAST REVISED 2008).

14 C.F.R. PART 77 OBSTRUCTION TABLE - AIRSPACE DRAWING

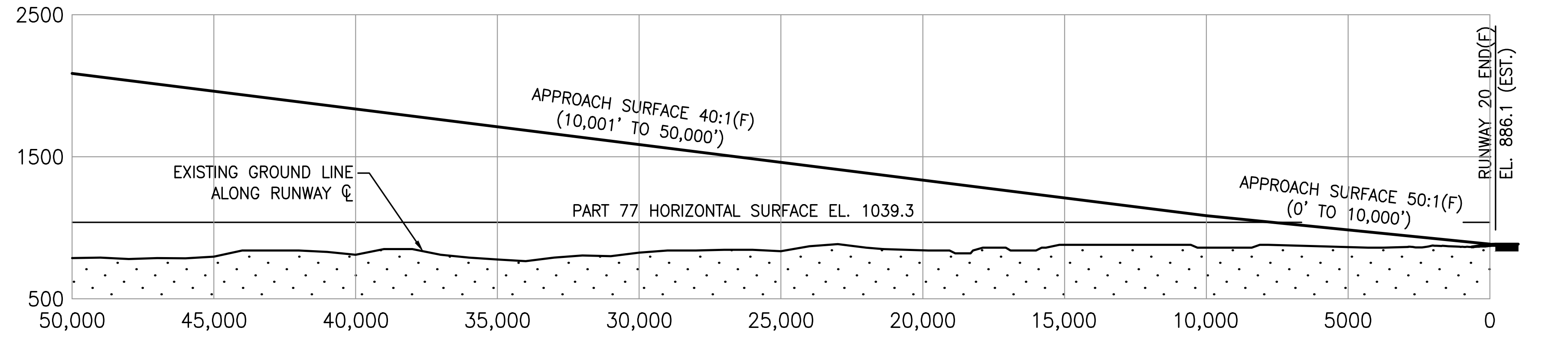
OBJECT #	OBJECT IDENTIFIER	OBJECT DESCRIPTION	OBJECT TOP ELEVATION (FT. MSL)	PART 77 SURFACE PENETRATION	PART 77 SURFACE ELEVATION (FT. MSL)	PART 77 CLEARANCE (+ PENETRATE) (- CLEAR)	PART 77 MITIGATION / DISPOSITION
1	3 *	ILS GS ROD/OL	926	PRIMARY	884	42	FIXED NAVIGATIONAL USE
2	4 *	WIND TEE/OL	912	TRANSITIONAL	904	8	FIXED NAVIGATIONAL USE
3	5 *	POLE	915	TRANSITIONAL	900	15	FIXED NAVIGATIONAL USE
4	6 *	POLE	888	PRIMARY	886	2	FIXED NAVIGATIONAL USE
5	7 *	GROUND	890	PRIMARY	886	5	EXCAVATE
6	8 *	GROUND	889	PRIMARY	886	3	EXCAVATE
7	29-001241 **	AIR TRAFFIC CONTROL TOWER	960	TRANSITIONAL	965	-5	FIXED NAVIGATIONAL USE
8	29-001242 **	POLE	905	TRANSITIONAL	905	0	TO BE REMOVED
9	29-001330**	DOME	949	TRANSITIONAL	969	-20	--
10	29-001991**	TANK	1030	CONICAL	1169	-139	--
11	29-001475**	TOWER	1160	NONE	NONE	NONE	--
12	29-001477**	TOWER	1444	NONE	NONE	NONE	--
13	29-000553**	TOWER	1158	NONE	NONE	NONE	--
14	29-000305**	TOWER	1240	NONE	NONE	NONE	--
15	29-001272**	TOWER	1420	NONE	NONE	NONE	--
16	29-000122**	TOWER	1108	NONE	NONE	NONE	--
17	29-000085**	TOWER	1770	NONE	NONE	NONE	--
18	29-001264**	TOWER	1785	NONE	NONE	NONE	--
19	29-002289**	TOWER	1147	NONE	NONE	NONE	--
20	29-001878**	TOWER	1088	NONE	NONE	NONE	--
21	29-002028**	TOWER	1207	NONE	NONE	NONE	--
22	29-001266**	TOWER	1137	NONE	NONE	NONE	--
23	29-000727**	TOWER	1180	NONE	NONE	NONE	--
24	29-000075**	TOWER	1616	NONE	NONE	NONE	--
25	29-000575**	TOWER	999	NONE	NONE	NONE	--
26	29-000311**	TOWER	1220	NONE	NONE	NONE	--
27	29-000384**	TOWER	1077	NONE	NONE	NONE	--
28	29-001336**	TOWER	1050	NONE	NONE	NONE	--
29	29-000034**	TOWER	935	NONE	NONE	NONE	--
30	29-000281**	STACK	1078	NONE	NONE	NONE	--
31	29-000140**	TOWER	1043	NONE	NONE	NONE	--
32	29-001888**	TOWER	840	NONE	NONE	NONE	--
33	29-002534**	TOWER	921	NONE	NONE	NONE	--
34	29-001017**	STACK	1025	NONE	NONE	NONE	--
35	29-000735**	TOWER	972	NONE	NONE	NONE	--
36	29-006072**	TOWER	852	NONE	NONE	NONE	--

SOURCE: TOWER OBJECT LOCATION & TOP ELEVATION FROM FAA TOWER DATABASE (REFLECTS CHANGES FROM AUG. 25, 2008 TO OCT. 19, 2008).
SOURCE: USGS QUADRANGLE BASE MAPPING OBTAINED SEPTEMBER, 2008 (DATE OF MAP - PHOTO REVISED 1981).
SOURCE: GROUND CONTOUR ELEVATION DATA FILE OBTAINED FROM CITY OF COLUMBIA - MARCH, 2009. (OBJECT 7 & 8)



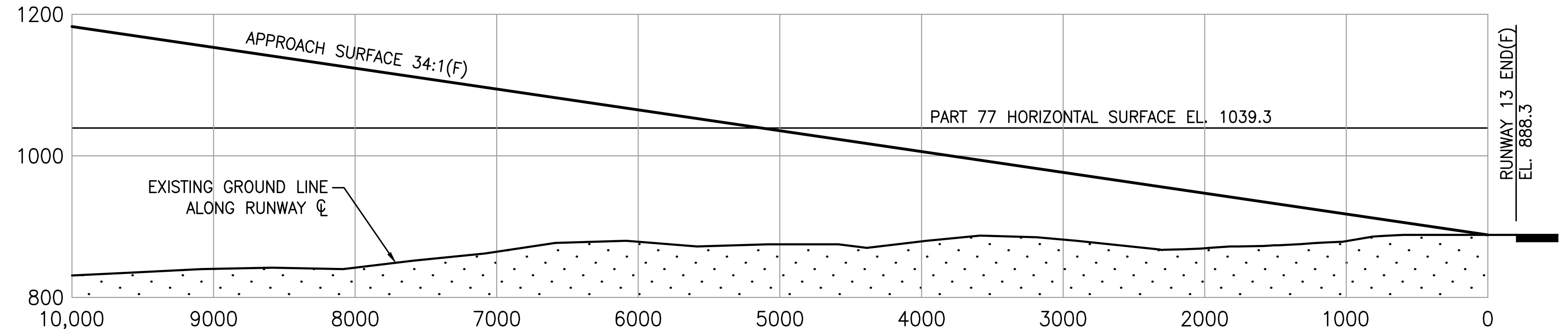
RUNWAY 2

SCALE: 1"=5000' H, 1"=1000' V



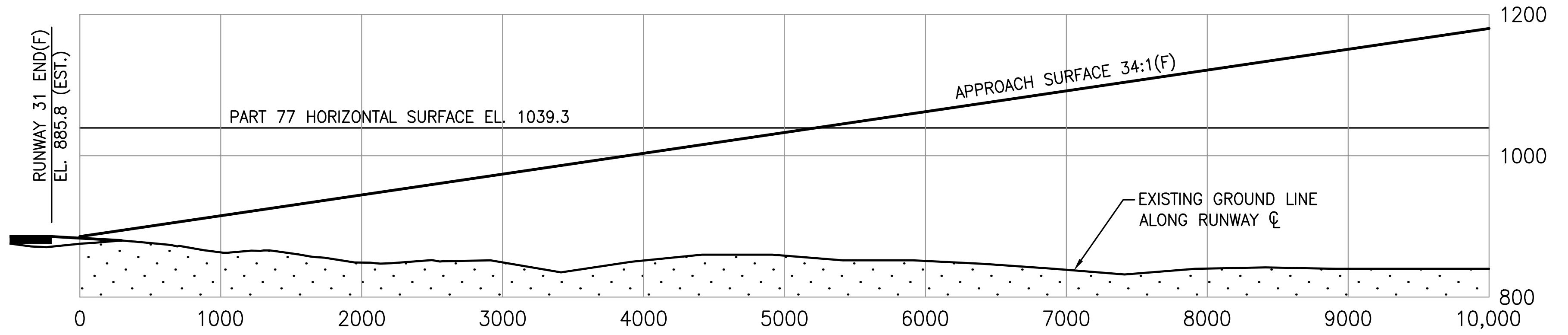
RUNWAY 20

SCALE: 1"=5000' H, 1"=1000' V



RUNWAY 13

SCALE: 1"=1000' H, 1"=200' V



RUNWAY 31

SCALE: 1"=1000' H, 1"=200' V

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TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C–II	AUG., 2011

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

PART 77
AIRSPACE
SURFACES

SHEET NUMBER
18 OF 20

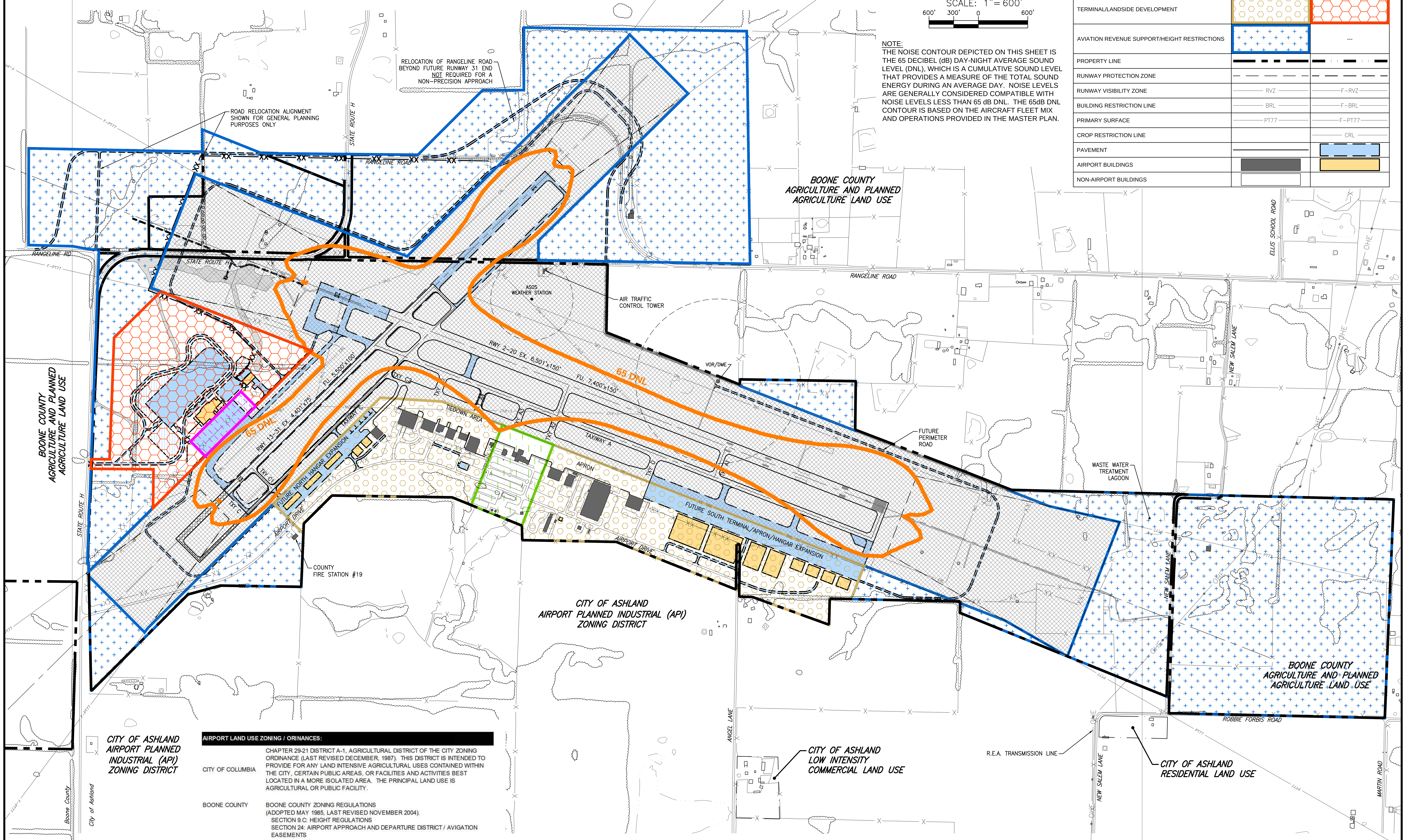
DESCRIPTION	EXISTING	ULTIMATE
PAVEMENT		▨
AIRPORT BUILDINGS		▨
OBSERVED WETLANDS	▭	

MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 600'
600' 300' 0 600'

NOTE:
THE NOISE CONTOUR DEPICTED ON THIS SHEET IS THE 65 DECIBEL (dB) DAY-NIGHT AVERAGE SOUND LEVEL (DNL), WHICH IS A CUMULATIVE SOUND LEVEL THAT PROVIDES A MEASURE OF THE TOTAL SOUND ENERGY DURING AN AVERAGE DAY. NOISE LEVELS ARE GENERALLY CONSIDERED COMPATIBLE WITH NOISE LEVELS LESS THAN 65 dB DNL. THE 65dB DNL CONTOUR IS BASED ON THE AIRCRAFT FLEET MIX AND OPERATIONS PROVIDED IN THE MASTER PLAN.

AIRPORT DESCRIPTION	EXISTING	FUTURE
AIRFIELD OPERATIONS	▨	---
AIR CARRIER OPERATIONS	🟩	▨
TERMINAL/LANDSIDE DEVELOPMENT	▨	🟥
AVIATION REVENUE SUPPORT/HEIGHT RESTRICTIONS	🟦	---
PROPERTY LINE	— — — —	— ¦ — ¦ —
RUNWAY PROTECTION ZONE	— — —	— — —
RUNWAY VISIBILITY ZONE	RVZ	F–RVZ
BUILDING RESTRICTION LINE	BRL	F–BRL
PRIMARY SURFACE	PT77	F–PT77
CROP RESTRICTION LINE		CRL
PAVEMENT	—	▭
AIRPORT BUILDINGS	■	▭
NON-AIRPORT BUILDINGS	▭	



BOONE COUNTY AGRICULTURE AND PLANNED AGRICULTURE LAND USE
RELOCATION OF RANGELINE ROAD BEYOND FUTURE RUNWAY 31 END NOT REQUIRED FOR A NON–PRECISION APPROACH
ROAD RELOCATION ALIGNMENT SHOWN FOR GENERAL PLANNING PURPOSES ONLY
STATE ROUTE H
RANGELINE ROAD
RANGELINE RD
BOONE COUNTY AGRICULTURE AND PLANNED AGRICULTURE LAND USE
ASOS WEATHER STATION
AIR TRAFFIC CONTROL TOWER
VOR/DME
RWY 2-20 EX. 6,501'x150'
FU. 7,400'x150'
65 DNL
RWY 13-31 EX. 4,401'x75'
FU. 5,500'x100'
TXY C1
TXY C2
TXY C
TAXIWAY C
TIEDOWN AREA
TAXIWAY A
TXY A2
TXY A3
TXY D
APRON
FUTURE NORTH HANGAR EXPANSION
FUTURE SOUTH TERMINAL/APRON/HANGAR EXPANSION
AIRPORT DRIVE
COUNTY FIRE STATION #19
FUTURE PERIMETER ROAD
WASTE WATER TREATMENT LAGOON
ELLIS SCHOOL ROAD
NEW SALEM LANE
BOONE COUNTY AGRICULTURE AND PLANNED AGRICULTURE LAND USE
CITY OF ASHLAND AIRPORT PLANNED INDUSTRIAL (API) ZONING DISTRICT
ROBBIE FORBIS ROAD
ANGEL LANE
MARTIN ROAD
R.E.A. TRANSMISSION LINE
CITY OF ASHLAND LOW INTENSITY COMMERCIAL LAND USE
CITY OF ASHLAND RESIDENTIAL LAND USE
CITY OF ASHLAND AIRPORT PLANNED INDUSTRIAL (API) ZONING DISTRICT
Boone County
City of Ashland

CITY OF ASHLAND
AIRPORT PLANNED INDUSTRIAL (API)
ZONING DISTRICT

CITY OF ASHLAND
AAGRICULTURAL A–1
ZONING DISTRICT

AIRPORT LAND USE ZONING / ORINANCES:

CITY OF COLUMBIA	CHAPTER 29-21 DISTRICT A-1, AGRICULTURAL DISTRICT OF THE CITY ZONING ORDINANCE (LAST REVISED DECEMBER, 1987). THIS DISTRICT IS INTENDED TO PROVIDE FOR ANY LAND INTENSIVE AGRICULTURAL USES CONTAINED WITHIN THE CITY, CERTAIN PUBLIC AREAS, OR FACILITIES AND ACTIVITIES BEST LOCATED IN A MORE ISOLATED AREA. THE PRINCIPAL LAND USE IS AGRICULTURAL OR PUBLIC FACILITY.
BOONE COUNTY	BOONE COUNTY ZONING REGULATIONS (ADOPTED MAY 1985, LAST REVISED NOVEMBER 2004). SECTION 9.C: HEIGHT REGULATIONS SECTION 24: AIRPORT APPROACH AND DEPARTURE DISTRICT / AVIGATION EASEMENTS
CITY OF ASHLAND	ZONING ORDINANCE OF THE CITY OF ASHLAND, MISSOURI (LAST REVISED 2008) 9.060 HEIGHT LIMITS 9.292.1: GENERAL REGULATIONS FOR AIRPORT PLANNED DISTRICTS COMMERCIAL DISTRICTS AND AIRPORT PLANNED INDUSTRIAL DISTRICTS 9.292.2: AIRPORT PLANNED COMMERCIAL DEVELOPMENTS 9.292.3: AIRPORT PLANNED INDUSTRIAL DEVELOPMENTS 9.293: AIRPORT PLANNED COMMERCIAL DISTRICT 9.294: AIRPORT PLANNED INDUSTRIAL DISTRICT 9.337: SPECIAL PROVISIONS, AIRPORTS AND HELIPORTS

LAND USE / ZONING SOURCES:

CITY OF COLUMBIA	CITY ZONING CODE OF ORDINANCES, SECTION 29-21 DISTRICT A-1. ZONING ORDINANCE MAP LAST UPDATED FEBRURARY, 2009.
BOONE COUNTY	BOONE COUNTY UNOFFICIAL ZONING MAP GENERATED JULY, 2009.
CITY OF ASHLAND	CITY ZONING MAP DATED APRIL, 2008 AND CITY EXISTING LAND USE MAP DATED AUGUST, 2008.

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COLUMBIA REGIONAL Airport

AIRPORT LAYOUT PLAN

CONSULTANTS

TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C–II	AUG., 2011
2	TAMP Update	OCT., 2017

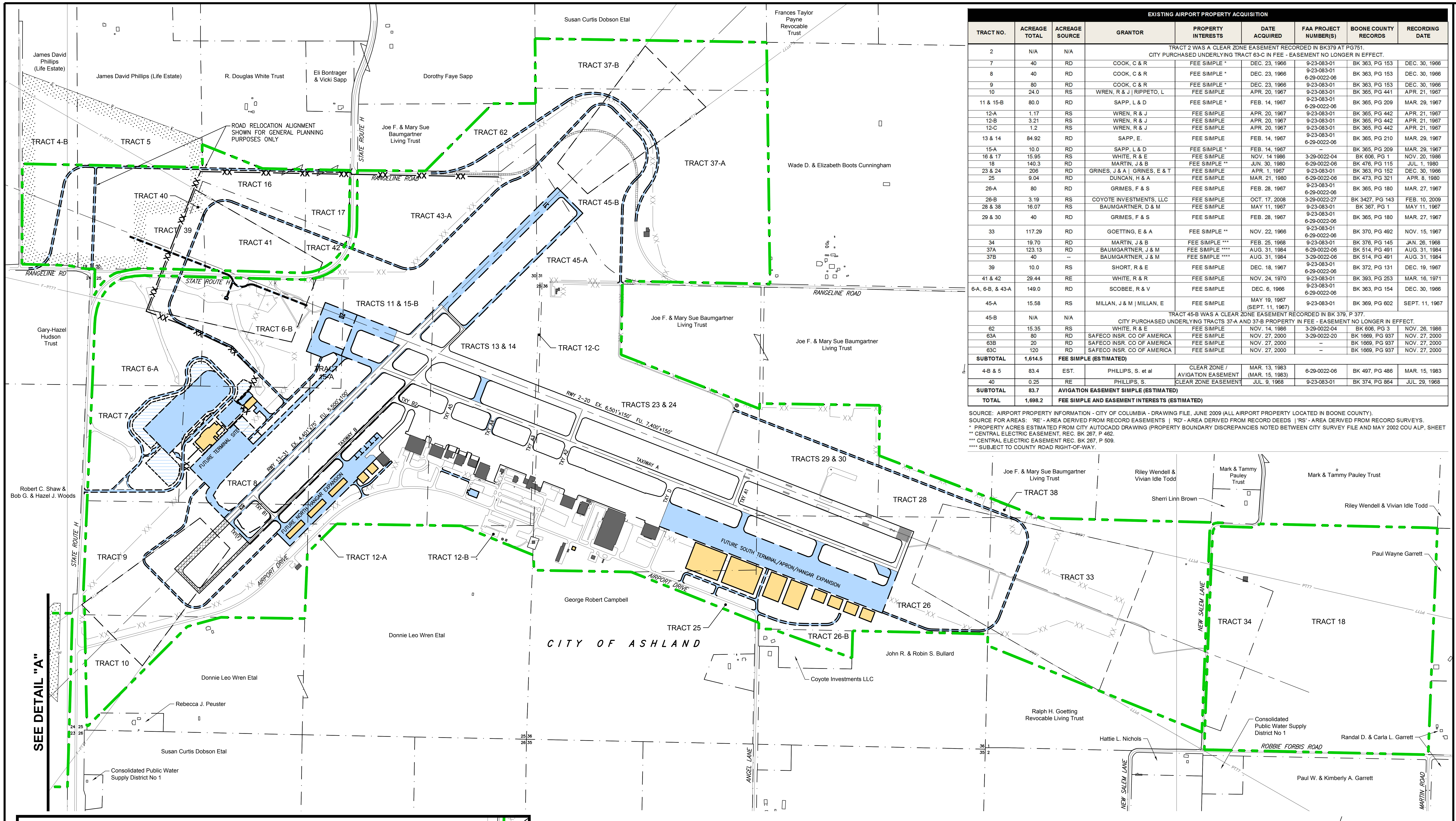
DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

AIRPORT LAND USE PLAN

SHEET NUMBER
19 OF 20


James David Phillips (Life Estate)
James David Phillips (Life Estate)
R. Douglas White Trust
Eli Bontrager & Vicki Sapp
Dorothy Faye Sapp
Susan Curtis Dobson Etal
Frances Taylor Payne Revocable Trust
TRACT 37-B
TRACT 37-A
Wade D. & Elizabeth Boots Cunningham
Joe F. & Mary Sue Baumgartner Living Trust
TRACT 62
TRACT 4-B
TRACT 5
ROAD RELOCATION ALIGNMENT SHOWN FOR GENERAL PLANNING PURPOSES ONLY
STATE ROUTE H
RANGELINE ROAD
TRACT 16
TRACT 40
TRACT 17
TRACT 43-A
TRACT 39
TRACT 41
TRACT 42
TRACT 45-B
TRACT 45-A
RANGELINE RD
STATE ROUTE H
RANGELINE ROAD
TRACTS 11 & 15-B
TRACT 6-B
TRACTS 13 & 14
TRACT 12-C
Gary-Hazel Hudson Trust
TRACT 6-A
TRACT 15-A
Joe F. & Mary Sue Baumgartner Living Trust
Joe F. & Mary Sue Baumgartner Living Trust
TRACT 7
FUTURE TERMINAL SITE
RWY 13-31 EX. 4,401'x75' FU. 5,500'x100'
TAXIWAY B
TXY B2
TXY A5
TXY A4
TXY A3
TXY A2
TXY A1
TXY D
TXY B1
TXY(F)
RWY 2-20 EX. 6,501'x150' FU. 7,400'x150'
TAXIWAY A
TRACTS 23 & 24
TRACTS 29 & 30
TRACT 8
FUTURE NORTH HANGAR EXPANSION
Robert C. Shaw & Bob G. & Hazel J. Woods
STATE ROUTE H
TRACT 9
AIRPORT DRIVE
TRACT 12-A
TRACT 12-B
FUTURE SOUTH TERMINAL/APRON/HANGAR EXPANSION
TRACT 28
TRACT 26
TRACT 25
TRACT 26-B
George Robert Campbell
CITY OF ASHLAND
Donnie Leo Wren Etal
Donnie Leo Wren Etal
TRACT 10
John R. & Robin S. Bullard
Coyote Investments LLC
Rebecca J. Peuster
Susan Curtis Dobson Etal
Consolidated Public Water Supply District No 1
ANGEL LANE
SEE DETAIL "A"
Joe F. & Mary Sue Baumgartner Living Trust
Riley Wendell & Vivian Idle Todd
Mark & Tammy Pauley Trust
Mark & Tammy Pauley Trust
Sherri Linn Brown
Riley Wendell & Vivian Idle Todd
TRACT 38
Paul Wayne Garrett
TRACT 33
NEW SALEM LANE
TRACT 34
TRACT 18
Ralph H. Goetting Revocable Living Trust
Hattie L. Nichols
Consolidated Public Water Supply District No 1
Randal D. & Carla L. Garrett
ROBBIE FORBIS ROAD
NEW SALEM LANE
Paul W. & Kimberly A. Garrett
MARTIN ROAD
PT77
F-PT77
N

EXISTING AIRPORT PROPERTY ACQUISITION								
TRACT NO.	ACREAGE TOTAL	ACREAGE SOURCE	GRANTOR	PROPERTY INTERESTS	DATE ACQUIRED	FAA PROJECT NUMBER(S)	BOONE COUNTY RECORDS	RECORDING DATE
2	N/A	N/A	TRACT 2 WAS A CLEAR ZONE EASEMENT RECORDED IN BK379 AT PG751. CITY PURCHASED UNDERLYING TRACT 63-C IN FEE - EASEMENT NO LONGER IN EFFECT.					
7	40	RD	COOK, C & R	FEE SIMPLE *	DEC. 23, 1966	9-23-083-01	BK 363, PG 153	DEC. 30, 1966
8	40	RD	COOK, C & R	FEE SIMPLE *	DEC. 23, 1966	9-23-083-01 6-29-0022-06	BK 363, PG 153	DEC. 30, 1966
9	80	RD	COOK, C & R	FEE SIMPLE *	DEC. 23, 1966	9-23-083-01	BK 363, PG 153	DEC. 30, 1966
10	24.0	RS	WREN, R & J | RIPPETO, L	FEE SIMPLE	APR. 20, 1967	9-23-083-01	BK 365, PG 441	APR. 21, 1967
11 & 15-B	80.0	RD	SAPP, L & D	FEE SIMPLE *	FEB. 14, 1967	9-23-083-01 6-29-0022-06	BK 365, PG 209	MAR. 29, 1967
12-A	1.17	RS	WREN, R & J	FEE SIMPLE	APR. 20, 1967	9-23-083-01	BK 365, PG 442	APR. 21, 1967
12-B	3.21	RS	WREN, R & J	FEE SIMPLE	APR. 20, 1967	9-23-083-01	BK 365, PG 442	APR. 21, 1967
12-C	1.2	RS	WREN, R & J	FEE SIMPLE	APR. 20, 1967	9-23-083-01	BK 365, PG 442	APR. 21, 1967
13 & 14	84.92	RD	SAPP, E.	FEE SIMPLE	FEB. 14, 1967	9-23-083-01 6-29-0022-06	BK 365, PG 210	MAR. 29, 1967
15-A	10.0	RD	SAPP, L & D	FEE SIMPLE *	FEB. 14, 1967	--	BK 365, PG 209	MAR. 29, 1967
16 & 17	15.95	RS	WHITE, R & E	FEE SIMPLE	NOV. 14 1986	3-29-0022-04	BK 606, PG 1	NOV. 20, 1986
18	140.3	RD	MARTIN, J & B	FEE SIMPLE **	JUN. 30, 1980	6-29-0022-06	BK 476, PG 115	JUL. 1, 1980
23 & 24	206	RD	GRINES, J & A | GRINES, E & T	FEE SIMPLE	APR. 1, 1967	9-23-083-01	BK 363, PG 152	DEC. 30, 1966
25	9.04	RD	DUNCAN, H & A	FEE SIMPLE	MAR. 21, 1980	6-29-0022-06	BK 473, PG 321	APR. 8, 1980
26-A	80	RD	GRIMES, F & S	FEE SIMPLE	FEB. 28, 1967	9-23-083-01 6-29-0022-06	BK 365, PG 180	MAR. 27, 1967
26-B	3.19	RS	COYOTE INVESTMENTS, LLC	FEE SIMPLE	OCT. 17, 2008	3-29-0022-27	BK 3427, PG 143	FEB. 10, 2009
28 & 38	16.07	RS	BAUMGARTNER, D & M	FEE SIMPLE	MAY 11, 1967	9-23-083-01	BK 367, PG 1	MAY 11, 1967
29 & 30	40	RD	GRIMES, F & S	FEE SIMPLE	FEB. 28, 1967	9-23-083-01 6-29-0022-06	BK 365, PG 180	MAR. 27, 1967
33	117.29	RD	GOETTING, E & A	FEE SIMPLE **	NOV. 22, 1966	9-23-083-01 6-29-0022-06	BK 370, PG 492	NOV. 15, 1967
34	19.70	RD	MARTIN, J & B	FEE SIMPLE ***	FEB. 25, 1968	9-23-083-01	BK 376, PG 145	JAN. 26, 1968
37A	123.13	RD	BAUMGARTNER, J & M	FEE SIMPLE ****	AUG. 31, 1984	6-29-0022-06	BK 514, PG 491	AUG. 31, 1984
37B	40	--	BAUMGARTNER, J & M	FEE SIMPLE ****	AUG. 31, 1984	3-29-0022-06	BK 514, PG 491	AUG. 31, 1984
39	10.0	RS	SHORT, R & E	FEE SIMPLE	DEC. 18, 1967	9-23-083-01 6-29-0022-06	BK 372, PG 131	DEC. 19, 1967
41 & 42	29.44	RE	WHITE, R & R	FEE SIMPLE	NOV. 24, 1970	9-23-083-01	BK 393, PG 253	MAR. 16, 1971
6-A, 6-B, & 43-A	149.0	RD	SCOBEE, R & V	FEE SIMPLE	DEC. 6, 1966	9-23-083-01 6-29-0022-06	BK 363, PG 154	DEC. 30, 1966
45-A	15.58	RS	MILLAN, J & M | MILLAN, E	FEE SIMPLE	MAY 19, 1967 (SEPT. 11, 1967)	9-23-083-01	BK 369, PG 602	SEPT. 11, 1967
45-B	N/A	N/A	TRACT 45-B WAS A CLEAR ZONE EASEMENT RECORDED IN BK 379, P 377. CITY PURCHASED UNDERLYING TRACTS 37-A AND 37-B PROPERTY IN FEE - EASEMENT NO LONGER IN EFFECT.					
62	15.35	RS	WHITE, R & E	FEE SIMPLE	NOV. 14, 1986	3-29-0022-04	BK 606, PG 3	NOV. 26, 1986
63A	80	RD	SAFECO INSR. CO OF AMERICA	FEE SIMPLE	NOV. 27, 2000	3-29-0022-20	BK 1669, PG 937	NOV. 27, 2000
63B	20	RD	SAFECO INSR. CO OF AMERICA	FEE SIMPLE	NOV. 27, 2000	--	BK 1669, PG 937	NOV. 27, 2000
63C	120	RD	SAFECO INSR. CO OF AMERICA	FEE SIMPLE	NOV. 27, 2000	--	BK 1669, PG 937	NOV. 27, 2000
SUBTOTAL	**1,614.5**	**FEE SIMPLE (ESTIMATED)**						
4-B & 5	83.4	EST.	PHILLIPS, S. et al	CLEAR ZONE / AVIGATION EASEMENT	MAR. 13, 1983 (MAR. 15, 1983)	6-29-0022-06	BK 497, PG 486	MAR. 15, 1983
40	0.25	RE	PHILLIPS, S.	CLEAR ZONE EASEMENT	JUL. 9, 1968	9-23-083-01	BK 374, PG 864	JUL. 29, 1968
SUBTOTAL	**83.7**	**AVIGATION EASEMENT SIMPLE (ESTIMATED)**						
TOTAL	**1,698.2**	**FEE SIMPLE AND EASEMENT INTERESTS (ESTIMATED)**						

SOURCE: AIRPORT PROPERTY INFORMATION - CITY OF COLUMBIA - DRAWING FILE, JUNE 2009 (ALL AIRPORT PROPERTY LOCATED IN BOONE COUNTY).

SOURCE FOR AREAS: 'RE' - AREA DERIVED FROM RECORD EASEMENTS | 'RD' - AREA DERIVED FROM RECORD DEEDS | 'RS' - AREA DERIVED FROM RECORD SURVEYS.

* PROPERTY ACRES ESTIMATED FROM CITY AUTOCADD DRAWING (PROPERTY BOUNDARY DISCREPANCIES NOTED BETWEEN CITY SURVEY FILE AND MAY 2002 COU ALP, SHEET

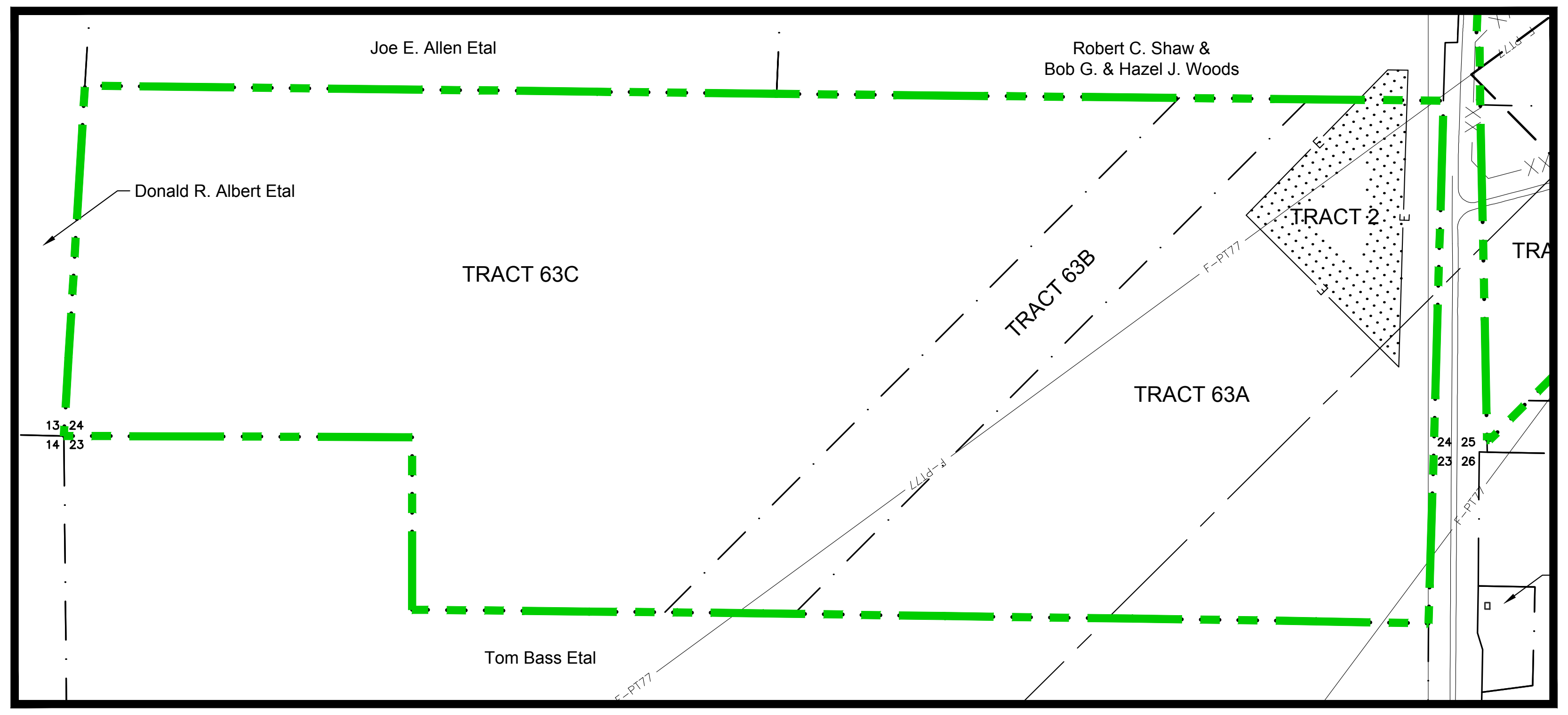
** CENTRAL ELECTRIC EASEMENT, REC. BK 267, P 462.

*** CENTRAL ELECTRIC EASEMENT REC. BK 267, P 509.

**** SUBJECT TO COUNTY ROAD RIGHT-OF-WAY.

MAGNETIC VARIATION 1.3° EAST
EPOCH YEAR 1° EAST (2010)

SCALE: 1"= 600'
600' 300' 0 600'



DETAIL "A"

NOTE: THE SALE OR TRANSFER OF AERONAUTICAL PROPERTY IS PROHIBITED WITHOUT PRIOR WRITTEN FAA APPROVAL. FUTURE LAND ACQUISITION INVOLVING STATE AND FEDERAL ASSISTANCE MUST HAVE PRIOR ENVIRONMENTAL CLEARANCE/AGENCY APPROVAL.

NOTE: AREAS SHOULD BE ESTIMATED FROM THE AUTOCADD DRAWING AS THE LINES HAVE NOT BEEN SURVEYED. THE LINES ARE MERELY A GRAPHIC REPRESENTATION OF THE TRACTS.

EXISTING AIRPORT PROPERTY ACQUISITION					
TRACT NO.	ACREAGE (± EST.)	ACREAGE SOURCE	OWNER	EXISTING PROPERTY INTEREST	PURPOSE
4-B	17.7	AUTOCAD	JAMES DAVID PHILLIPS (LIFE ESTATE)	FEE SIMPLE *	ROAD REALIGNMENT
5	30.1	AUTOCAD	JAMES DAVID PHILLIPS (LIFE ESTATE)	FEE SIMPLE *	ROAD REALIGNMENT
16	1.1	AUTOCAD	R. DOUGLAS WHITE TRUST	FEE SIMPLE *	ROAD REALIGNMENT
17	3.4	AUTOCAD	R. DOUGLAS WHITE TRUST	FEE SIMPLE *	ROAD REALIGNMENT
40	0.3	AUTOCAD	JAMES DAVID PHILLIPS (LIFE ESTATE)	FEE SIMPLE *	ROAD REALIGNMENT / RPZ - FUTURE
TOTAL (EST)	**52.5**				

NOTE: PROPERTY ACQUISITION ESTIMATED FROM CITY OF COLUMBIA MAPPING FILE OBTAINED 09-30-2009.

* PROPERTY ACRES ESTIMATED FROM CITY AUTOCADD DRAWING.

DESCRIPTION	EXISTING	ULTIMATE
PAVEMENT		▥
AIRPORT BUILDINGS		▥
OBSERVED WETLANDS	⋀ ⋀ ⋀	

DESCRIPTION	EXISTING	FUTURE
PROPERTY LINE	━ ━ ━	━ ¦ ━
AVIGATION EASEMENT	▒	
RUNWAY PROTECTION ZONE	— — —	— — —
PRIMARY SURFACE	PT77	F–PT77
PAVEMENT	—	▭
AIRPORT BUILDINGS	■	■
NON-AIRPORT BUILDINGS	□	

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COLUMBIA REGIONAL Airport

AIRPORT LAYOUT PLAN

CONSULTANTS

TAMP REVISIONS PERFORMED BY WSP

REVISIONS

NO.	DESCRIPTION	DATE
1	Upgrade to ARC C–II	AUG., 2011
2	TAMP Update	OCT., 2017

DATE ISSUED: JULY, 2011
REVIEWED BY: JPJ
DRAWN BY: TJM
DESIGNED BY: JPS/LBG

AEP PROJECT NUMBER
213-9588-000

SHEET TITLE

AIRPORT PROPERTY MAP

SHEET NUMBER
20 OF 20